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SOUTHERN WAR.

PROPOSED MOVE ON KWANGSI.

MORE FIGHTING.

News is to hand of further military activity in south-west Kwangtung.

It was recently reported that Generals Lu Chun-wing, Wong Hun-yew and Yip Ta-sum, who were suspected of complicity in connection with the murder of Tang Sing-suen, were compelled to retire to Luk Shuen in Kwangsi, with their forces of 5,000 strong and to ally themselves with Li Chung-yan, Tupan of Kwangsi. A report is now to hand stating that Li Chung-yan has ordered the three recently-acquired units to advance on Sui Kai, a city about 20 miles north west of Kwang Chow Wan, to cut the rear of Tang Poon-yan's army operating in the line from Loting, Kaochow and Yeung Chun, and that actual fighting has taken place in the vicinity of Sui Kai. The news concerning the result of this battle is rather conflicting. It is reported that the naval command has assigned the two cruisers Hai Yung and Wing Kien to guard the waters of King Chow, on the understanding that Tang Poon-yan is furnishing the two cruisers a monthly payment of $60,000.

It was also previously reported that there were indications of an estrangement of Sun Pao-fan from Tang Poon-yan, owing to emissaries sent by the Canton Government being at work to that end. It now transpires that the differences between these two generals have been overcome and it is stated that an urgent telegram has been sent to Tang Chi-yao under their joint names to advance on Kwangsi without delay, as most of the Kwangsi troops are now mobilised on the boundary to co-operate with the Red Army in the south-west sector, and that a reply from Tang Chi-yao has been received stating that the order to advance will be given at the earliest possible date.

Since the return of the Reds to Shekki, it is reported that all is quiet and that normal conditions have been restored.

An official Canton communique announces the capture of Yeung Kong.

BANKRUPTCY COURT.

WORLD THEATRE CASE.

Included among the cases which came before the Chief Justice, Sir Henry Gollan, sitting in bankruptcy jurisdiction this morning, was an application for an order for adjudication in respect of the World Theatre.

His Lordship expressed surprise that a cinematograph theatre should go bankrupt at the present day.

The Official Receiver, Mr. A. Dyer Ball, said that the Hongkong Amusements had paid $3,000 for stock-in-trade. He was not at present in communication with the partners, but he hoped to be able to get hold of them. He was prepared to support the creditors' resolution and also to act as trustee.

His Lordship granted the applica-

SHOTS IN KOWLOON.

SERVANTS WITH ARMY REVOLVER.

THREE MEN CAPTURED.

A sensational story has reached the *Telegraph* from official sources this morning to the effect that an encounter took place last night between a police officer and armed men, in the course of which shots were exchanged, the affair ending with the seizure of one of the men, and the capture of the other members of the gang in the home of a British Army officer.

While on patrol at a quarter to eleven last night, Police Sergeant Clarke came upon three Chinese, whose movements caused a suspicion in his mind, with the result that he immediately walked up to one and seized him by the shoulder. The man slipped his free hand into a pocket and drew a revolver which he threw towards one of his companions, at the same time saying something which the Sergeant understood to be an order to shoot. The accomplice picked up the weapon and fired a shot at the Sergeant. The distance was about 13 yards, and the bullet missed its target.

While still retaining his hold on the man, the Sergeant drew his own revolver and replied with a number of shots which appeared to have no effect, for the two other men ran away.

A confession extracted from the prisoner at the station, to Sergeant Clarke, revealed that all the gang were domestic servants in the employ of Army officers. The prisoner himself was in the employ of Colonel Matthews, Secretary of the Golf Club, while his companions were servants to Captain Joll, of the Royal Artillery. Captain Joll was in camp at the time, and Mrs. Joll was dining out. When a party of police came to search Capt. Joll's house in Chatham Road for the men, they found no-one there, but later when Mrs. Joll returned to the house, escorted by Lieutenant Aucott, a different result awaited the latters' efforts. On being informed of what had happened, Lieutenant Aucott made a careful search of the house from floor to roof, and under a bed he found the two fugitives sought for by the police. They were immediately seized and handed over to the police.

It was later found in a search for the revolver that the weapon and been again put back in a drawer. It belongs to Captain Joll had, who had always kept it in the drawer from which it was that evening taken, allegedly for an adventure which had such an unforeseen ending for the thief.

The three captured men will appear at the Kowloon Magistracy on Monday.

LATE MR. J. BELL IRVING.

BIG FORTUNE LEFT.

London, Nov. 13.

The late Mr. John Bell Irving, an ex-Member of the Hongkong Legislative Council, left unsettled personal estate of £270,000 in addition to considerable real estate and settled property.—*Reuter.*

A Chinese pleaded guilty to possession of arms at the Central Magistracy this morning and he was sentenced to five years, hard labour. The police stated that it was suspected that prisoner was a pirate from the Waichow district. Several revolvers and some ammunition were found in a basket which he was seen carrying near Singer's.

SUBMARINE LOSS.

COMMANDER HERE FORMERLY.

"M-1" STILL MISSING.

London, Nov. 13.

News has been received at Portsmouth that Admiral Sir Oliver, the Commander-in-Chief of the Atlantic Fleet has received aboard H.M.S. Revenge a wireless message saying that ships searching for the M1 have apparently located the submarine twelve miles south by west of Star Point, but in a depth too great to permit diving. It is stated that there is still a faint hope of the crew being alive as it is ascertained there had been no collision, but the great size of the submarine makes it practically impossible to raise her. It is pointed out that the M1 is able to remain under water for from thirty-six to forty-eight hours without endangering the lives of the crew, if she were not holed—*Reuter.*

LATER REPORT.

Later.

The Admiralty has issued a statement saying that every effort is being made to locate the M1 but that owing to the number of wrecks and the depth of water in the neighbourhood and the absence of any indications such as oil or air bubbles, considerable difficulty is anticipated before any success is obtained. Up to the present the Admiralty has not received any intelligence enabling them to credit the report that the submarine has been located.—*Reuter.*

COMMANDER FORMERLY HERE.

Lieut.-Commander Alec Carrie, the Commander of the M1, served on the China Station for two years aboard one of the L class submarines.—*Reuter.*

[Lieut.-Commander Carrie was, we are informed, attached to H.M.S. Titania, one of the mother ships of the China Command's submarine flotilla, from April 1920 until the end of 1921.]

COTTON RESTRICTION.

MANCHESTER COMMITTEE'S PROPOSAL.

London, Nov. 13.

Some 150,000 operatives are affected by the decision of the cotton short-time organisation. A committee meeting at Manchester recommended a reduction of working hours in the American yarn spinning section to 35 weekly, in December and January, compared with the present 39¼ and the normal 58. The committee strongly recommend that members should support the proposal, and point out that more than the customary majority of eighty per cent. will be required. They state that despite the large cotton crop, owing mainly to instability of prices the demand has little improved, and spinners have not been selling their production.—*Reuter.*

GOLF MATCH.

MITCHELL BEATS COMPSTON.

London, Nov. 13.

The golf match at Wentworth Park, between Archie Compston and Abe Mitchell was won by Mitchell by 10 up and eight to play.—*Reuter.*

A CORRECTION.

Later.

The corrected result of the match is that Mitchell won by 9 up and 8 to play. There was a doubt regarding the final hole which was first awarded to Mitchell, and is now officially stated to have been halved.—*Reuter.*

SIR CLAUD SEVERN.

DEPARTURE FOR HOME.

Friends of the Hon. Sir Claud Severn, K.B.E., assembled in large numbers at Queen's Pier this morning to bid him farewell on his departure for Home. As is widely known, Sir Claud, who has filled the position of Colonial Secretary of the Colony since 1912, is retiring from official life after having spent some 35 years in the service of the

Crown. During his stay here, he has won marked popularity by reason of his genial personality and his tact and courtesy in the discharge of the arduous duties which have fallen on him as the right-hand man of the two Governors under whom he has served. The large gathering of leading residents of the Colony, both foreign and Chinese, at the pier this morning was ample evidence of the high esteem in which he is held, and in his retirement Sir Claud carries with him the sincerest wishes of the whole Colony for many years of happiness and prosperity. That wish is also extended to Lady Severn, whose charm of personality has endeared her to a wide circle of friends in Hongkong.

Educated at St. Peter's College, Adelaide, and at Selwyn College, Cambridge, where he won his B.A. and M.A. degrees, Sir Claud Severn began his career in 1891 in the Librarian's Department of the Foreign Office, and three years later he became secretary to the Governor of the Straits Settlements and the Federated Malay States. In 1895, he was appointed Junior Officer at Selangor, and thence onwards he filled a number of other important posts, including that of acting Federal Secretary, until in 1912 he was transferred to Hongkong on promotion as Colonial Secretary, arriving in the Colony on February 2nd of that year. In his official duties in Hongkong, Sir Claud has been called upon to handle numerous difficult problems, and on no fewer than eight occasions he has administered the Government. Amongst other positions which Sir Claud has held is that of Chairman of the Licensing Board, whilst he has also been on the Council of the University, which in 1920 conferred on him the degree of LL.D. He was given the C.M.G. decoration in 1917, and elevated to a Knight Commandership of the British Empire Order in 1923.

Outside of official affairs, Sir Claud has also figured prominently in the social and public life of the Colony. Intensely interested in matters musical, he for several years occupied the position of President of the Philharmonic Society, in addition to which he has often figured on the concert platform as a most acceptable vocalist. In church life he has taken the keenest interest, being a member of the Church Body of St. John's Cathedral and an active member of the choir. So far as sport is concerned, Sir Claud has been a particularly keen cricketer, being chairman of the Civil Service Cricket Club, whilst in the realm of yachting he has been most prominently associated with the Royal Hongkong Yacht Club, of which he was Commodore in 1918. Since 1914 until a few weeks ago, he was Chairman of the Victoria Recreation Club, an institution which owes much to his able leadership. Another sphere of activity with which Sir Claud has been intimately associated is the dramatic art, having been a popular member of the A.D.C., in which connection his recent appearance as the Inquisitor in "Saint Joan" will long be remembered. Freemasonry also has had an ardent supporter in Sir Claud Severn, who has held high office in the craft. In these and many other spheres, Sir Claud has won a host of friends, by whom he will be greatly missed.

CHAN'S FORCES.

THE RETREAT STILL CONTINUES.

THE RED PLANS.

With regard to the retreat of the forces of Chan King-ming, a report has come to hand stating that a large portion of the forces have retreated from Moy Yum, due north to Wu Ping. These troops are now encamped at a place far from the city. The small remnant that is left of Lim Foo's forces has retreated to Ping Wu district, just within the boundary of Fukien. A great part of Hung Shao-lin's forces have retreated to Cha-on district, close to the boundary in the extreme southern part of Fukien, on the coast.

The only intact unit of Chan King-ming's forces, is the Independent Brigade under Brigadier General Mang Bak-tong, stationed on the island of Namoa. Notwithstanding the advices given to him to cross over with his entire command to Fukien territory, he is still sticking to his post. It is surmised that he will make a conditional surrender to Chang Kai-shek.

The Hongkong Chinese press has published a letter received from the chief of staff of General Tse Ming-ping, completely denying the report of the surrender of General Tse contained in the Canton vernacular papers which published the circular telegram in extenso.

The preparations for carrying out an expedition against the remainder of Chan King-ming's forces in the territory of Fukien, will, it is reported, take some little time, as all the rifles, machine guns, and field and heavy artillery have to undergo a thorough overhaul. Besides, further equipment and other military necessities have to be supplied in view of the approaching cold weather. The question of the supply of ammunition, it is reported, is solved. The ammunition will be transported direct to Swatow from Vladivostock by Russian Volunteer steamers.

As to reinforcements, the Military Academy about to be opened in Swatow, will be a source of supply of soldiers, who are undergoing a special course of training. It is also reported that emissaries have already been sent to Fukien to confer with seven large bands of bandits who have since the revolution styled themselves as "Peoples Army," for the purpose of negotiating for their co-operation in the coming expedition against Chan King-ming's forces. It is also stated that some of the prisoners have been utilised as transport coolies, while others are hastily constructing military roads to facilitate transport.

Bulls and Inners

From the Office Butts.

Nature Note:—Storks appear to be particularly plentiful on the Peak just now.

It is feared that the Canton Government's instructions that Americans should wear armlets, will be a death-blow to horn rimmed glasses.

Just how to get a few more miles out of last winter's clothes is rather a pressing problem.

We don't know whether it's those short skirts or merely an excess of politeness, but you seldom see a man get into the Peak car ahead of a lady these days.

Sign of Normality:—A couple of Army mules fell into a P.W.D. trench on Monday.

These sinologues are all right, but what we need most is someone who can tell us the difference between a Chinese soldier and a Chinese bandit.

MacWhirter, he says the best after-dinner speech is "Boy, bring me that chit!"

There is no truth in the rumour that Boris Kostich has been invited by the Chinese leaders to show them a few new moves.

According to the *Post*, the Easma gathering duly honoured the "loyal roast". We presume they made no bones about it.

The report that the pair of Army mules which fell into a P.W.D. trench, on Monday last, tripped over a traffic constable, is entirely without foundation.

The Easma committeeman who suggested Macao Salmon and Wood duck for the Armistice menu might have included Moscow peasant while he was at it.

Why all this talk about Peak fire equipment? There appears to be a plenitude of hose and ladders carried on the tram.

The Peak Tram palm show may prompt the K.C.C. to offer a few tubs of choice leeks to decorate the ferry piers.

The local store that advertised its sweets for sale, ten per cent. off, was candied.

The request for a local teacher of the upper and middle classes, suggests a studied overlooking of the proletariat.

As Mac, understands it, the main advantage of having a swan-like neck is that she can wear longer ear-rings.

The night has a thousand eyes. Even in the daytime in a Kowloon flat you can't put your singlet on without at least a dozen spectators.

The *China Mail* says that at the Cenotaph ceremony "the institutions represented laid beautiful wreaths, also private individuals, the base being entirely covered and others leaning picturesquely against the plinth." No doubt as a matter of convenience the wreaths were laid at the base and the individuals placed picturesquely against the plinth.

Congratulations to the Hongkong and Shanghai Hotels for having discovered the versatility of that nice-looking word "macedoine."

Instead of getting the "kybosh", our local chess champions got the "Boris Kostich."

There didn't seem to be very many of Sir Claud's four-wheel brakes at the Armistice Night carnival.

Keys of the two gates which prevent ordinary motorists from using the Taipo Road, have been issued to residents of Taipo. Why this most favoured nation treatment?

It has been suggested that this has been done because Taipoites are very nearly immune from disease, and the revolting garbage heaps in Taipo Market have no effect on them; whereas should a motor car containing Hongkongites break down in the vicinity of Taipo Market, an epidemic might easily result elsewhere.

We know a Hongkong man who doesn't go home at night because of his wife's temper; and another who stays away because of his son's questions.

"Cheap Cigars," says a local catalogue. They're always a burning problem in Hongkong.

It is now claimed that a surgical operation can cure tuberculosis. Couldn't something similar be tried for local pessimism?

If it had been a gin tram which pushed the bridge over, we could have understood it.

River skippers wish the "Reds" would mine their own business instead of the river.

An amateur bull fighter killed five bulls in one afternoon at Bilbao recently. An amateur bull-writer had a whole bunch *killed for him* in our office this week.

With the winter fashions here, we suppose many a poor taipan's wife will swear she hasn't a decent face-cream to cover her back with.

While "The Plain Man and his Car" is attracting much attention, we believe the average Hongkong flapper is more interested in the handsome man and his limousine.

All those good folk who were stung in the rouble and mark business are profiting by experience and are now buying francs.

Who was the Scotsman who left home last Wednesday morning wearing last year's poppy?

Some Hongkong folks never have any opinions, but nevertheless disagree with all.

When reading bulls, do one thing at a time. Jaws have been dislocated trying to turn a yawn into a smile.

With luck, our memorial nursing home should be ready for occupation sometime after the next big war.

Seems to us, some of those Shanghai establishments should be called dance hauls.

"Fewer Tapes: Drastic American Pruning," announces a local contemporary. This leaves us in suspense.

It's reported that the two Army mules which fell into a P. W. D. trench strained several tendons and broke at least half a dozen regulations.

Canton will soon be in the pink of perfection.

When there is no decision the merchants perish.

Hot air can sometimes rise to absurd heights.

What with Hallowe'en, then Armistice Night, and now St. Andra's Nicht looming ahead, our constitution seems to be in grave danger.

Swatow has been declared an infected port. Scarletina, we presume.

To get Taikoo on the telephone these days, it's almost necessary to apply for leave on half-pay.

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THE BUS FATALITY.

MR. BARRETT'S ACCOUNT OF THE ACCIDENT.

An Error of Judgment.

The enquiry was continued at the Kowloon Magistracy yesterday afternoon into the circumstances of the death of Bessie Mackay, who was killed in a recent bus accident.

Mr. H. Barrett gave his account of the fatality, which he said was absolutely beyond his understanding. He attributed his coming in contact with the bus to an error of judgment.

Evidence of identification of the body of the deceased was given by Mr. B. Guest and Sergeant Rozeskwy, the latter stating that he removed the girl to hospital in the motor ambulance at 8.15 p.m. and on arrival at the Hongkong side of the harbour found the ambulance awaiting them. Having received his instructions from his superior officer, witness could not say what caused the delay in removing the child to hospital. Witness accompanied Mrs. Mackay back to the Star Ferry after taking the girl to the Victoria hospital.

The Coroner: Did she make any complaint to you?

Witness: No. But on her way to the hospital she told me that she would try to remain with her daughter.

Yeung Hin, a telephone clerk of the Kowloon Fire Station, stated that he received a call for the ambulance at 7.15 p.m. On receipt of the message witness told the caller to wait till he telephoned for the Hongkong ambulance. On being connected with the Hongkong Fire Station witness was told that the ambulance was not available, as it had gone to the Victoria Hospital.

The Coroner: What did you do then?—I told the person at the other end of the phone that he would have to wait till the Ambulance on the Hongkong side returned.

Answering a further question, witness said that he gave orders to the clerk in Hongkong to send a message to Kowloon immediately the ambulance returned. It was at 7.51 that witness was informed the ambulance in Hongkong had returned. One minute later the Kowloon ambulance was despatched to No. 10 Jordan Road.

Witness, in reply to Chief Inspector Kent, said that he was not told that the case was an urgent one.

Mr. P. J. Condon, assistant at the Central Fire Station, produced the log book in which was recorded the movements of the ambulance from the time of the call from the Kowloon Fire Station. Witness said that at 7.12 p.m. a message was received from Kowloon requiring the motor ambulance to be at the Star Ferry Wharf as soon as it had returned, it having left at 6 p.m. and gone to Mount Austin Barracks to convey a patient to the Government Civil Hospital. At ten minutes to seven it returned and left immediately for the Star Ferry Wharf.

Ambulance Calls.

Answering a question put by the Coroner witness said that the second ambulance was disabled owing to the lack of a crew. The driver was ill and one of the attendants was away on leave. Each vehicle is provided with one driver and two attendants, who are on duty all day and night. There would be no rest for them should applications for the van be numerous. Every ten days, they are granted one day's leave, when a another man takes their place.

Divisional Inspector Aris said that at about 7 p.m. he received a telephone message from Mr. McCallum of Jordan House, asking the police to summon a doctor as they were unable to obtain one. After telephoning several practitioners, witness finally got in touch with Dr. B. C. Wong. At the Kowloon Dispensary witness was told that Dr. Smalley was away in Hongkong at the time.

Five minutes later witness with Sgt. Hallam went to Jordan House. The arrangements for the girl's removal to Hospital had already been made, but witness received the message from the Kowloon Fire Station regarding the ambulance.

He also answered the telephone when a call came through from the Government Civil Hospital where it was intended the girl should be sent. The message which came from Dr. Craig was to the effect that there were no beds available in the Hospital, and the girl would have to be sent to the Victoria Hospital.

Accident described.

The driver of the bus stated that in trying to pass his vehicle a motor cycle and side car struck his right wheel causing the bus to swerve to the side of the road. There would have been no danger whatsoever if the cycle had not hit his wheel. At the moment of the impact there was another bus over 80 yards away travelling in the opposite direction. There was sufficient clearance for the cycle between witness' bus and the other vehicle.

The other driver corroborated last witness' evidence as regards the distance between the two buses at the time of the accident.

Mr. H. Barrett, principal warder of the Laichikok prisons, who was the driver of the motor cycle in question said that he had only driven a cycle prior to coming to the Colony for about five minutes. Before the accident he had ridden his combination for a fortnight.

The Coroner: You have heard the evidence of the two drivers?

Witness: Yes.

Do you disagree with what they say. They say you came in contact with the bus. Do you disagree with that?—I did come in contact with the bus.

Answering a further question as to whether he agreed with the driver when he said that the two vehicles were 80 yards away when he came in contact with the bus, Mr. Barrett said that the bus was about 100 yards away at the time.

Error of Judgment.

The Coroner: To what then do you attribute the accident?—It is beyond me, how the accident happened. I thought I was clear of the bus before it went to the left of the road. I did not swerve at all. I just went straight on.

Continuing witness said that he knew he had hit the bus but had no idea the impact was so serious. He thought it was merely a scrape.

The Coroner: Have you any impression of the speed you were going?—I was following the bus for about 100 yards. The bus was going along the centre of the road and then I suppose it drew into the side of the road to allow the on-coming bus to pass.

The Coroner: Were you trying to get pass him?—I was not trying to get pass him till I saw him draw to the side of the road.

Continuing witness said that the bus was travelling at the ordinary speed and on passing he sounded his horn.

You were not effected by the accident?—No.

Was your side car damaged?—Three spokes were broken.

Immediately after discovering that an accident had occurred witness said that he returned and put the girl in his side car, but she was later transferred to a motor car belonging to Mr. Manners. The incident was then reported and it was not till he had reached the Shamshuipo station and the Sergeant examined the cycle with a torch lamp that the damaged wheel was discovered.

Asked how he thought the accident had occurred witness replied: I must have made an error of judgment.

The enquiry was adjourned till Thursday next.

NAVAL AQUATICS.

SECOND NIGHT OF FLEET SWIMMING.

The second evening of the Naval Aquatic Sports was put through at the Victoria Recreation Club bath last night and good sport was witnessed by a fair gathering of naval men who were enthusiastic in the support of their favourites.

There was a heavy programme including heats and semi-finals in various events. The inter-ship tug of war and the team races for both officers and men created a great deal of interest. The results were as follows.

200 yards free style. Gardner Hermes, Cook, Hawkins; Jackson, Hawkins, Lousdale, Ambrose.

100 yards free style (semi-finals) Lousdale, Ambrose; Carline, L. 20, Horn, Durban; Gardner Hermes.

Diving Competition (second series) Pay Lt.-Comdr. Green, Hawkins; Dearle, Foxglove; Ferneybough, Hawkins.

100 yards back stroke (semi-final), Lidster, Hermes; Dore, Titania; Glanville, Hermes; Dorwood, Durban.

400 yards, free style (semi-final) Lousdale, Ambrose; Webb, Titania; Gardiner, Hermes; Horn, Durban.

Plunging Competition (second series) Roll, H.M.S. Durban 1, Port, H.M.S. Hawkins 2, Webb, Titania 3.

100 yards, breast stroke (semi-final) Lidster, Hermes; Dore, Titania; Lake, Tamar; Davies, Hawkins.

Inter-ship tug of war, Ambrose, small ships.

Hurdles, Hermes, Ambrose, Hawkins.

Ship teams race, Hermes, Titania, Carlisle, Ambrose.

Heats in the 100 yards for men under 20, Officers team race and Inter-ship team race, and 50 yards for men in second period were also swim off.

THE LATE MR. C. E. DE CARVALHO.

YESTERDAY'S FUNERAL.

The remains of the late Mr. C. F. de Cavalho, who died in London during his twelve months' holiday, were laid to rest in the family tomb at the Catholic Cemetery yesterday evening. The graveside service was conducted by the Rev. Father Spada and there was a large attendance. Among those present were:

Mr. P. J. and Mr. J. Rodrigues, (nephews of the deceased) as chief mourners, and Messrs. J. P. Braga, E. Abraham, P. Tester, A. F. B. Silva-Netto, F. X. D'Almada, J. M. Noronha, J. M. da Rocha, C. A. da Roza, J. M. V. Remedios, A. E. S. Alves, E. J. Figueiredo, Mr. and Mrs. P. M. N. de Silva, Bros. Casian and Richard, the Sisters and students of the Italian Convent and several others.

Floral tributes were sent by the following: Messrs. A. H. Barlow, A. C. Hynes, J. H. Ramsay, Ho Fook, W. J. Clark, F. M. Ellis, C. T. Edwards, A. J. Edgar, O. Skinner, F. X. V. Ribeiro and J. F. Gross, P. Tester, G. Travers, R. H. Chappell, V. R. Jones, T. W. Doyle, F. M. P. da Graca, R. L. Moncrieff, F. G. Walker, J. A. D. Morrison, D. E. G. Nicholson, J. Joseph, G. P. Lammert, J. Walker, D. B. Peat, M. J. Prata and P. F. Prata, G. E. Towns, and Ho Leung.

Inspector and Mrs. A. R. Clark, Mr. and Mrs. E. J. de Figueiredo, Mr. and Mrs. H. G. Hegarty, Mr. and Mrs. E. E. Ellis, Mr. and Mrs. Leo D'Almada, Mr. and Mrs. I. M. Xavier, Mr. and Mrs. E. A. dos Remedios, Mrs. M. de Jesus and family, Mr. and Mrs. A. W. da Roza, Mr. and Mrs. C. A. da Roza, Mr. and Mrs. Dalgety, Mrs. Carroll and Tootsie, Mr. and Mrs. F. X. D'Almada, Mr. and Mrs. Ho Wing, Mr. and Mrs. C. J. Cookes, Mr. and Mrs. J. A. da Remedios and family, Mr. and Mrs. E. Abraham, Mr. E. A. Remedios and family, Mrs. I. Carvalho and family, Mr. and Mrs. A. R. Souza, Mr. and Mrs. P. V. Botelho, Mr. and Mrs. F. G. Carroll, Mr. and Mrs. R. A. Greem, Mrs. M. J. R. Osmond and Ellaline, Mr. and Mrs. G. B. Dunnett, Mrs. P. M. N. da Silva, Natalia and Remats Alvares and Yvanovich.

HOME RUGBY.

RESULTS AHEAD OF THE MAIL.

London, October 22.—In the second round of the Lancashire Cup Competition results were as follows:

St. Helen's Rec.	7,	Swinton	8.
Barrow	8,	Leigh	6.

Northern Union Matches.

London, October 24.—Results of matches played to-day in the Northern Union are as follows:

Batley	10,	Hull Kingston	5.
Halifax	12,	Dewsbury	0.
Hull	30,	Bramley	5.
Hunslet	5,	St. Helens	14.
Leigh	12,	Bradford N.	3.
Oldham	26,	Wigan H.	0.
Rochdale H.	26,	Keighley	5.
St. Helens R.	13,	Huddersfield	0.
Swinton	5,	Leeds	5.
Wakefield T.	17,	Barrow	8.
Widnes	23,	Broughton R.	5.
Wigan	20,	Warrington	5.
York	17,	Sulford	2.

Rugby Union Matches.

Results of the principal matches played to-day in the Rugby Union are:

Blackheath	8,	Cardiff	17.
Bristol	14,	London Irish	5.
London Welsh	0,	Coventry	3.
Newport	9,	Devonport	3.
Glasgow Acs.	25,	Edin. 'Var.	0.
Edin. Wand.	14,	Glasgow H. S.	8.
Llanelly	8,	Gloucester	6.
Harlequins	10,	Guy's Hosp.	3.
Heriotonians	16,	Watsonians	5.
Moseley	11,	Leicester	8.
Neath	8,	Swansea	0.
O. M. Taylors	18,	Old Blues	5.
London Scot.	14,	Old Alloynians	12.
Cambridge 'Var.	5,	Richmond	8.
Royal H. S.	3,	Edin. Acs.	3.
Oxford 'Var.	8,	Portsmouth S.	8.

County Championships.

London, October 22.—In the Rugby County Championships, Leicestershire beat East Midlands by nine point to 6 at Leicester.

The Hongkong and Shanghai Banking Corporation, the Junior Mess, the Portuguese and Chinese staffs, Noronha and Co., Kayamally and Co., Messrs. Ellis and Co., Botelho and Co., Yokohama Specie Bank, Carroll Brothers, Mitsui Bussan Kaisha, the Club Lusitano and many others.

SHIPBUILDERS.
SHIP REPAIRERS.
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OXY-ACETYLENE AND ELECTRIC WELDERS.
MECHANICAL AND ELECTRICAL ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY OF HONGKONG, LIMITED.

—DRY DOCK—
LENGTH 787 FEET.
LENGTH ON BLOCKS 750 FEET
DEPTH ON CENTRE 0.
SILL (H.W.O.S.T.) 34 FT. 6 INS.
—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP TO 3000 TONS DISPLACEMENT.
ELECTRIC CRANE AT SEA WALL CAPABLE OF LIFTING 100 TONS AT 70 FEET RADIUS.

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TELEPHONE No. 212.
CALL FLAG: "G" OVER "ANS. PENNANT."
BUTTERFIELD & SWIRE, Agents
HONGKONG, CHINA & JAPAN.

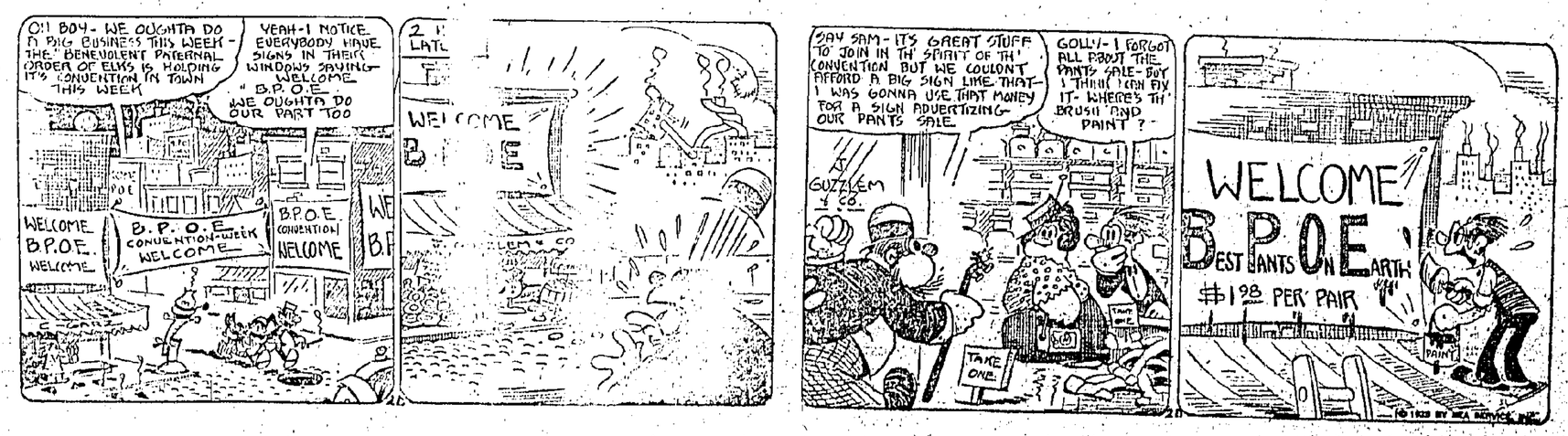
Bronchitis

can be overcome by Scott's Emulsion. Renewed strength, health and vitality are yours, in every spoonful of genuine

Scott's Emulsion

It brings health to all.

$ALESMAN $AM. — **2 in 1** — By Swan.



ALBERT

For

DAINTY

DISHES

A DIALOGUE BETWEEN CONNOISSEURS

He —Where are you going?

She.—Why! To Albert, of course, where we are sure to get the finest French Pastry and the best cooking.

He. —That is so! His French Cakes at $1.00 per dozen, his Maderie Cakes, his Big Cakes, his Ice-Creams (combined with excellent cuisine) are made exclusively with the butter, milk and cream of the Dairy Farm Co., Ltd.

She.—Quite so! - - and he also has a new **menu** comprising fifty new dishes which you can enjoy any time from 10.30 a.m. to Midnight,

Queen's Road Central

(Opposite Hongkong Hotel Building)

ELECTRO--PLATING.

OVER TWENTY YEARS EXPERIENCE in the Electro-deposition of Metals in Hongkong places us in a position to offer reliable and efficient service for the plating of articles in Gold, Silver, Nickel and Copper.

Artistic finishes in Bronze, Antique, Copper, and Oxydized Silver.

Polished and Lacquered Brassware.

William C. Jack & Co., Ltd.

Electrical Engineers,

Tel Central 358. **Hongkong.**

AN APOLOGY

In view of the heavy demand on our staff, some customers have had to wait a few days for their clothes to be dry-cleaned by us. To all such, we offer our sincere regret for any inconvenience caused. We are glad to state now, that we have obtained the services of additional experts to our staff, and all work received from this date, will be finished.

WITHIN ONE WEEK

Complete price-lists on application to—

The International Dry-Cleaning & Dyeing Co.

19, Wyndham Street, Hongkong.

ANCHOR BRAND
PURE MANILA ROPE

"THE CORDAGE YOU CAN TRUST"

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FACTORIES:—MANILA P.I.
HONGKONG OFFICE: KING'S BUILDING.
Telephone Central 3165.

BOWRINGTON BRIDGE.

A NOTABLE LITTLE DEVELOPMENT.

Trams Pass for First Time.

Ever since the inception of electric traction in the streets of Hongkong, there has been an extraordinary spot on the system where, instead of the clearance between the two tramway tracks being 4 feet, it was only about 4 inches. This was at Bowrington Canal bridge near East Point, where, for the first time in history, two tramcars passed each other in the centre of the bridge at about 6.30 a.m. yesterday.

The bridge is in process of being widened, the tramway tracks have been relaid with the proper clearway, and when the P. W. D. have completed the new footpaths pedestrians will be able to walk across the bridge in comfort and safety.

A very important road improvement will have been effected on Praya East which will be greatly appreciated, not only by tramway passengers but by drivers of all classes of motor vehicles, who will now be able to pass a tramcar on the bridge with ample clearance.

TARIFF CONFERENCE.

CO-ORDINATION OF PROPOSALS.

Peking, Nov. 13.—A communique states that the Committee of two of the Tariff Conference held its second session this morning. A general discussion took place over various proposals laid before the committee with a view of co-ordinating them. It was decided to continue the discussion to-morrow and take up the questions of surtaxes and the means of the abolition of the likin.—*Reuter.*

THE NORTHERN WAR.

SERIOUS FIGHTING EXPECTED.

Peking Threatened.

Peking, Nov. 12.

Foreigners visiting Tungchow this morning report that the followers of Feng Yu-siang and the Mukdenites are both quartered there and fraternising.

Several pro-Mukden officials have fled from Peking. There is no sign yet of Feng Yu-siang evacuating Peking, as it is reported he has suggested doing.

Mukden, Nov. 12.

A communique has been issued which quotes a telegram dated November 8th, from Chang Tsung-chang, stating that the Fengtien forces suffered a loss of nearly two thousand killed in heavy fighting at Hsuchow, Yihhsien and Kuchen. The enemy's losses are estimated at two brigades. The telegram goes on:—"In compliance with your order to honour General Wang Shih-chen's and Chao Erh-hsun's peace suggestions, and pending further instructions, we have assumed a defensive position."

Chang Tso-lin Moving.

Peking, Nov. 13.

A report from Mukden states that transportation of troops and munitions to Tientsin is proceeding busily. Chang Hsueh-liang and other leading Mukdenites arrived at Tientsin last night.

Japanese Naval Movements.

Tokyo, Nov. 13.—The destroyers Sumire and Hishi left Sasebo this morning for Tsingtao to reinforce the destroyer flotilla which has been ordered to protect Japanese life and property in the Shantung district. The destroyers Warabi and Ashi have been ordered to wait in readiness to proceed to Tsingtao at any time.

Viscount Inouye, parliamentary vice-Secretary of the Navy is leaving for China this evening to watch developments.

East York Arrive.

Tientsin, Nov. 13.—A battalion of the East Yorks arrived this morning to relieve the Loyal North Lancashires who are leaving for India shortly. It is understood that there is a possibility of the latters departure being postponed for a few weeks owing to the situation in North China.

Wu Pei-fu a Rebel.

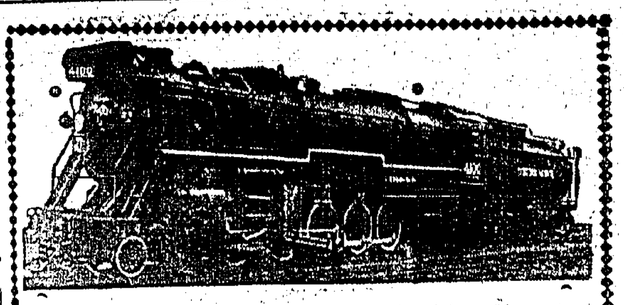
Peking, Nov. 13.—The Government, after lengthy Cabinet meetings yesterday and to-day, have decided to issue a mandate this evening denouncing Wu Pei-fu as a rebel and saying that he went to Hankow in a secret manner with a view to making an uprising and he wishes to create disturbances throughout the interior of China.

The mandate orders Feng Yu-hsiang and Yueh Wei-chun to check this trouble and suppress cause of the disturbance. The mandate goes on to say that Sun Chuan-fang referred in a circular telegrams to the stationing of troops in Woosung and Shanghai as the cause of the trouble but he is now advancing in other localities and violating the Chief Executive's peace principles. He is ordered to instruct his forces to cease military operations pending a settlement by the Government.

Chang Tso-lin and Li Ching-lin are made responsible for the defence of the Tsinpu railway. Troops in the metropolitan area are instructed to return to their original positions before the trouble started. —*Reuter.*

Peking Threatened.

Peking, Nov. 13.—Feng Yu hsiang's troops have evacuated the Nanyuan barracks and also exacuated certain barracks within Peking. Numbers of his forces have entrained for Nankao. The Mukden troops are reported to be approaching Peking from three directions—*Reuter.*



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THE NEW AND DIFFERENT ROUTE
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CANADIAN NATIONAL RAILWAYS.

Daily trains Vancouver to Montreal. Finest Rocky Mountain Scenery in North America viewed in daylight from trains.

All trains equipped with latest improvements for comfort and safety.

Radio service on route—Observation Cars.

Dining Car service of highest standard with moderate charges.

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Descriptive booklets and complete information gladly supplied.

ASIATIC BLDG. Queen's Rd. C. C.N.R. **TELEPHONE C.2004**

For your floor —furniture—and every domestic article requiring a stained and varnished finish

"Wilheycla"

Oil Varnish Stains

IN

Oaks Walnut
Mahogany — Satinwood
Rosewood — Ebony Black

Can be applied by anyone.
Always reliable, never sticky.
Non-poisonous and Durable.

AGENTS—

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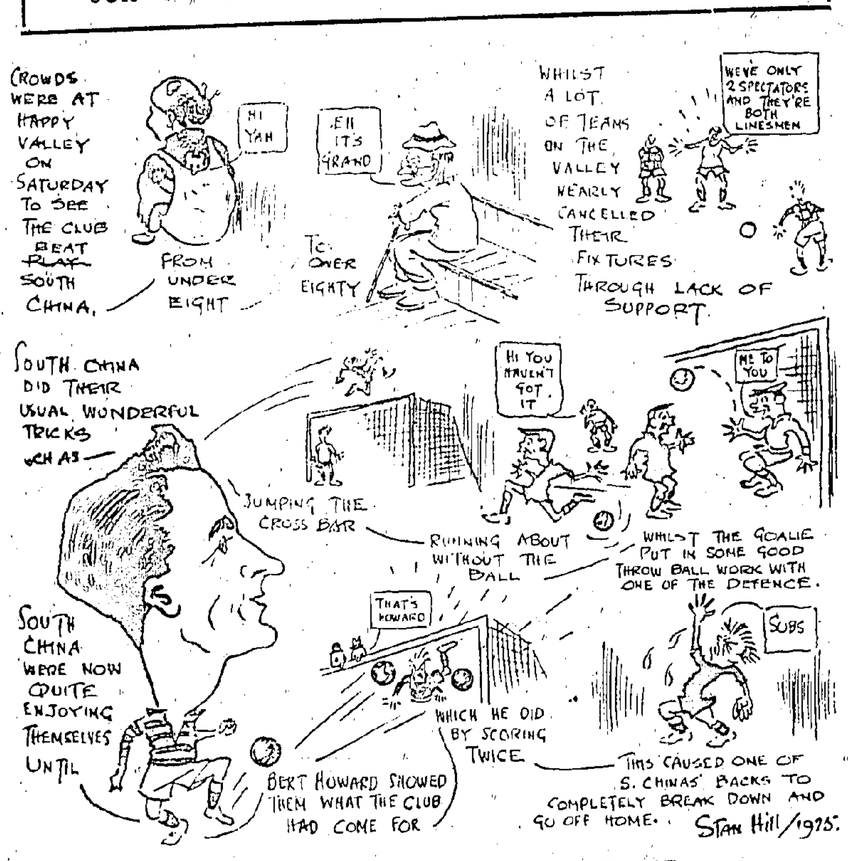
SHANGHAI. HONGKONG.

OUR FOOTBALL CARTOON. (By Stan. Hill)



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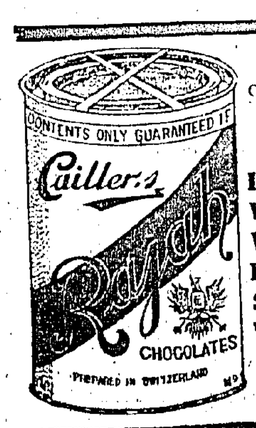
OBTAINABLE. EVERYWHERE.



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OR ORDER IN YOUR

PASS BOOK

FROM

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Sincere's
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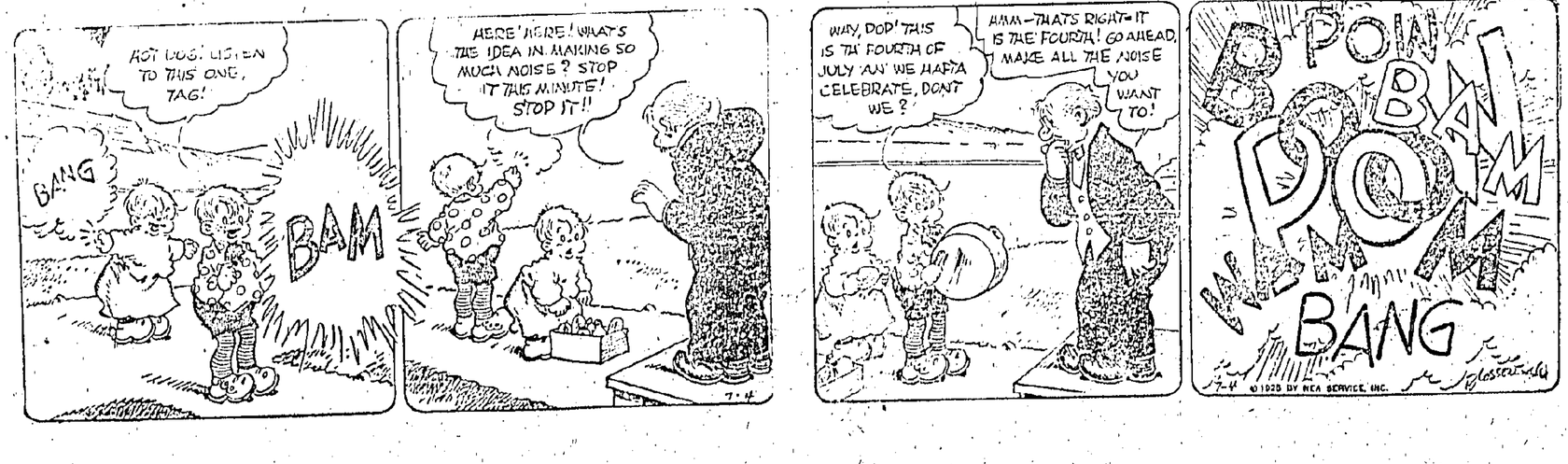
and
OTHER STORES

FRECKLES AND HIS FRIENDS — **The Sky Is the Limit** — **By Blosser**



NEW ADVERTISEMENTS.

ADVERTISE YOUR WANTS IN

THE HONGKONG TELEGRAPH which is

THE EVENING NEWSPAPER WITH THE LARGEST CIRCULATION

25 WORDS FOR ONE DOLLAR PREPAID

$1.50 if not prepaid.

Advertisers should note that replies must be called for at this office.

GIVE THESE COLUMNS AN OPPORTUNITY TO ASSIST YOU.

The following replies are awaiting collection:—

Nos. 1366, 1375, 1314, 1320, 1384, 1376 1385, 1342, 1392, 1397, 1401, 1408,

TUITION

SPANISH LANGUAGE TUITION.—Students taught both Technical and Commercial Spanish, rapid method. Proficiency guaranteed in six months The Spanish professor is a higher graduate of Madrid University. For particulars, apply Post Office Box 635.

PREMISES TO LET

TWO ROOMS, Top Floor, Queen's Buildings. Apply Holyoak, Massey & Co., Ltd.

TO LET.—New Year, furnished house, Peak. Garden and tennis court. $250.00 per month, one year or more. Apply Box No. 1408 c/o "Hongkong Telegraph."

PRIVATE HOTEL, QUIET BRITISH FAMILY, full board and residence from $4.00 daily. One minute from ferry. Special family rates. Cuisine under personal supervision. 1, Victoria Gardens, Hankow Road, Kowloon, Tel. K.357.

TO LET.—One European flat, Wanchai Gap Road, Hongkong. Apply to 32 Kennedy Road.

ON or about March 1926 whole flat or spacious suite of offices in the "French Building" ex "Victoria Building," No. 5 Queen's Road Central (between Chartered Bank and Mercantile Bank.)

Apply to: Banque de l'Indochine Chater Road,

To Let.— Two newly constructed European houses, Magazine Gap, Motor Road, three flats, three large rooms each with kitchen, servants' quarters and bath room, fitted with flush system. Garages provided. Immediate possession. Apply Sang Kee, New Bank Building.

ANNOUNCEMENT.

IMPORTANT REDUCTION IN PASSAGE.

The Toyo Kisen Kaisha beg to announce to their friends and patrons, that effective with the s.s. "Siberia Maru" sailing from Hongkong on the 29th November, and the s.s. "Korea Maru" sailing from San Francisco on the 8th December next, these two steamers will henceforth be known as "Cabin" steamers.

With no decrease in service, cuisine, or staff; the minimum First Class Fare of G.$375 has been reduced to a minimum Cabin Class Fare of G.$290 between Hongkong and San Francisco, and a minimum Cabin Class Fare of G.$215 between Hongkong and Honolulu.

Through tickets to European Ports £105 allows minimum Cabin Class Pacific, First Class Rail, First Class Atlantic to a value of G.$205; £97 allows minimum Cabin Class Pacific, First Class Rail, Cabin Class Atlantic to a value of G.$130; £95 allows minimum Cabin Class Pacific, First Class Rail, Second Class Atlantic to a value of G$120.

Advance bookings now open for the Winter Season' sailings via Honolulu at the Toyo Kisen Kaisha Offices, King's Buildings, and at their Agents.

Hongkong, November 9, 1925.

MISCELLANEOUS.

WANTED.—Governess to act as Housekeeper and also as Companion to a girl of fourteen. Apply Box No 1409. Give previous references, c/o "Hongkong Telegraph."

"House, Flats, Building-Lots, Estates negotiated for rent, auction, or private sale. Management arranged for clients proceeding abroad. Telephone C.4630 Small Investors, 10, Des Vœux Road."

FIRST CHURCH OF CHRIST SCIENTIST, HONGKONG.

ANNOUNCES A

FREE LECTURE ON CHRISTIAN SCIENCE

BY

MR. ALGERNON HERVEY BATHURST, C.S.B., OF LONDON, ENGLAND.

(Member of the Board of Lectureship of the other Church. The First Church of Christ, Scientist, in Boston, Massachusetts)

IN THE

OLD CHAMBER OF COMMERCE ROOM, CITY HALL.

FRIDAY, NOVEMBER 20TH, 1925, AT 5.30 P.M.

The Public is Cordially Invited to Attend.

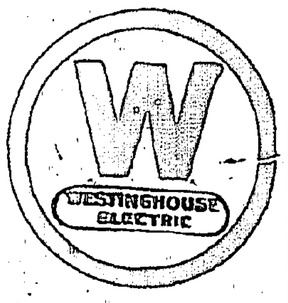
NOTICE.

That the insuring public approves of our methods and is satisfied with our results is demonstrated by the fact that the total amount of our assurance in force is now over 970 million gold dollars.

Sun Life Assurance Co., of Canada,

King's Building,

Hongkong, September 25, 1925.



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TAKEN WHEN NEEDED.

Pinkettes gently but speedily dispel constipation, induce daily regularity. They banish bilious attacks, flatulence and sick headaches; clear the skin of pimples and blotches by removing

Pinkettes

their cause; aid digestion, purify the breath, relieve Piles.

Your chemist sells Pinkettes, or post free, 60 cents. the vial, from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

PINKETTES KEEP YOU WELL.

L. MOORE & CO., LTD.

PUBLIC AUCTION.

Important Sale of Property in the Business Centre of the International Settlement of SHANGHAI.

L. MOORE & CO., LTD.
Established 1874

Favoured with instructions from

H.B.M's. OFFICE OF WORKS

Will sell by Public Auction within their Salesrooms No. 45 Kiangse Road, Shanghai,

on

Wednesday, November 25th 1925 at 4 p.m. precisely.

A portion of that very desirable and important.

PROPERTY

known as Cadastral Lot No. 15 (British Consular Lot. No. 581) situate at the corner of **Museum & Peking Roads** and formerly known as

THE BRITISH POST OFFICE

This very important property comprises **LAND** of a measured area of **M. 2—F. 3—L. 1—H. 4.** with an approximate frontage on Peking Road of **110' 9¼"**

Museum Road of **128' 5"** and on a lane connecting Yuen Ming Yuen Road and Museum Road of **26' 8½"** together with the

BUILDINGS THEREON

providing an excellent opportunity for the purchase of one of the finest business sites in the International Settlement.

Copies of Plans and Conditions of Sale may be seen on application either to H.B.M's. Office of Works, 14 Yuen Ming Yuen Road or L. Moore & Co., Ltd., Shanghai.

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CHINA AUCTION ROOMS.

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If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

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Auctioneer.

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THE AUCTIONEERING & BROKERING Co., Ltd.

48, Duddell Street.

The undersigned have received instructions to sell by order of Mortgagee

The Valuable Leasehold prosituate at Victoria in the colony of Hongkong and known as subsection 5 of section B of Inland Lot. No. 50 together with The Dwelling house and shop thereon known as No. 64 wellington Street by

PUBLIC AUCTION.

on

Thursday, the 19th day of November 1925 at 3 o'clock p.m. at their Sale Rooms, 4 B Duddell Street Victoria aforesaid by

THE AUCTIONEERING & BROKERING CO., LTD.

Proportion of Annual Crown Rent $10.00

Term 999 years

For further particulars apply to:—

Messrs. WILKINSON & GRIST
Mortgagee's Solicitors

or to

THE AUCTIONEERING & BROKERING CO., LTD.
Auctioneers
4B Duddell Street, Hongkong.

Hongkong, 13th Nov. 1925.

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

From NEW YORK

The Steamship

"LUCERIC"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 19th Nov., 1925, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 26th Nov., 1925, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, 19th Nov., 1925, at 10.30 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,

THE BANK LINE, LTD.,
General Agents

Yet another "G.B.S." story from Scotland. The *Glasgow Herald* tells that a holiday-maker saw the great man approaching on a lonely Highland road, and as they were about to pass the other scanned the well-known figure with pardonable interest. "Yes, you are quite right," said Mr. Shaw and walked on.

SOCIETY OF ST. VINCENT DE PAUL

ANNUAL MOTOR CAR DRAW

In aid of the funds of the Society for the support of the POOR OF HONGKONG.

A **1926 AUSTIN**—7—Family Model Car equipped with **BALLOON TYRES** and Four Wheel Brakes, etc.

To be drawn for on the night of the Society's 42nd Annual **AL FRESCO FETE**—6th December 1925.

Tickets **($2.** each) may be had at various Clubs and

In Hongkong at Hongkong Cigar Store; Cafe Wiseman; Alexandra Cafe; Blue Bird; Brunswick Studio; Mee Cheong's Photo Stalls; Hongkong Hotel; Graca & Co., and other Stores.

In Kowloon at the Bookshop, Star Ferry; Peninsula Store and also at Alex. Rose & Co., (China) Ltd., Show Room, 1a Chater Road, where the car is on view.

HELP HONGKONG'S POOR.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:—

Banks.

Hongkong, $1,115 s.
Chartered, £20 n.
Mercantile A. and B., £29½ n.
Mercantile C., £13½ n.
P. and O., £9½ n.
East Asia, $85 n.

Marine Ins.

Canton Ins., $600 sa.
China Underwriters, $2 n.
North China, Tls. 140 n.
Unions, $250 sa.
Yangtsze, $35 b.

Fire Ins.

China Fires, $160 n.
Hongkong Fire, $600 n.

Shipping.

Douglases, $40 n.
Steamboats, $20 sa.
Tugs, $44 s.
Indo-Chinas, $38 n.
Shell Trans., 96/- as.
Star Ferries, $59 b.
Waterboats, $16 b.
Oriental Nav., $250 n.

Refineries.

China Sugars, $37 n.
Malabons, $48 n.

Mining.

Benguets, $2 n.
Kailans, 45/- n.
Langkats, Tls. 30, b.
S'hai Explorations, Tls. 5 n.
Shanghai Loans, Tls. 8 n.
Raubs, $3 b.
Tronohs, 56/- b.
Ural Caspians, 8/- n.

Docks, etc.

Kowloon Wharfs, $140 n.
Whampoa Docks, $58½ b.
Hongkews, Tls. 170 n.
New Engineerings, Tls. 7½ n.
Shanghai Docks, Tls. 114½ b.

Lands, Hotels, etc.

H. and S. Hotels, $9 s.
H.K. Lands, $64 b.
Realtys, $5. b. call paid
Territorials, $6 b.
Humphreys, $16 n.
Princes Bldgs, $150 n.
Rural Lands, $7 s.

Cottons.

Ewos, Tls. 9 b.
Orientals, Tls. $3 b.
S'hai Cottons, Tls. 53 b.

Miscellaneous.

Canton Ices, $7½ s.
Cements, $18 n.
China Buses, Tls. 10½ b.
China Lights, $16 n.
China Prov., $9.50 s.
Constructions, $4 s.
Dairy Farms, $19½ s.
Der A. Wing, $10 n.
Electrics, $56 s.
Macao Electrics, $40 n.
Developments, 40 cents, n.
Ropes, $40 n.
Tramways, $25 s.
Lane Crawfords, $12¾ n.
Mackintosh, $21½ n.
Peak Trams, $15.10 b.
Sinceres, $13½ n.
Taxis, $5 s.
United Asbestos, $20 n.
Watsons (Old), $16 s.
Watsons (New), $15 s.
Powells, $14 s.
Amusements, $10 b.

Acting under a warrant issued by the West Malling (Kent) magistrates, the police there last month arrested Lord Torrington at Yalding, where he has been in residence for some time, and took him to West Malling, where he was charged with uttering a cheque for £10 alleged to be worthless. The cheque, it is stated, was made out on a sheet of notepaper, and drawn on a Nottingham bank. He was later charged before a magistrate and released on bail.

"She is a slave of fashion!"
"Her burden is not a heavy one!"—*London Mail*, London.

The latest product of floriculture—the blue dahlia—seems to have caused something like a stir among the experts. It leaves me, however, quite unmoved. I can never see what object is served by altering Mother Nature's colour scheme; and if floriculturists are to be allowed to tamper with these things without someone protesting, ere long we shall have our scientists producing black and white rainbows, like zebras. Doctors will start experimenting with scarlet fever and attempt to produce a green fever with purple spots. Worst of all, we shall have that silly old fool, Professor Barmion Crumpett, F. Z. S., mes-

sing about with animals and seeking to produce vermilion giraffes and yellow porcupines.

* * *

"Father, come quick!" cried the small boy, rushing into his sire's presence one evening. "Something's gone wrong with our loud-speaker—I can't hear a word."

"Don't worry, my son," replied the absent-minded father; "she's having a bath.

* * *

I hear that that well-known preserver and famous game-shot, Colonel Pepperton Curry, is inviting a large house-party to his country house, Gorgonzola Grange, near Cheddar, for the forthcoming opening of the pheasant shooting season. Amongst other guests expected are the Earl of Ginn and Ffrench; the Hon. Sherriand Peach; Major Sokeleigh-Binger; Captain Elbeaux Lifter, O.V.H.; Sir Allways Tippling; Mr. Whyte La Bel; the Usquebaugh af Usquebaugh; the Vicomte de Vieux-Cognac; Signor Drai Martini; Major-General Mann-Hatton; Mr. Bennie Dicktine; and the Bishop of Milk and Sodor. Several ladies will be of the party, including the Dowager-Countess of Shandygaff: Lady Ava Bitter, and her sister Lady Potter-Perter; Lade Bebe Schweppe; and the Hon. Mrs. Moldeigh Marthagh, of Macclesfield

* * *

POEMS FOR THE PETS.

(A series of moral verses for juvenile readers.)

A vulgar lad was Henry Young;
He always would put out his tongue
At people whom he didn't like.
The wretched little ill-bred tike!
One day in most offensive manna
He put his tongue out at his Nanna.
But Nemesis was on his track;
Upon his skull fell with a whack
A portion of the nursery ceiling
A most uncomfortable feeling.
But worse! it made him snap his jaw;
His severed tongue fell on the floor!
And now this miserable young scamp
Can't talk, nor taste, nor lick a stamp.

In respectful imitation of a prominent daily paper, I propound the following questions by means of which my readers may test the depths of their general knowledge. I am not, however, offering any prize for correct answers, as I don't believe there are any.

1. How many scales has a fish?
2. Who invented going up a ladder?
3. Why are Keats so called?
4. Do angels moult?
5. Was Elijah's mantle an incandescent one?
6. Who first put the beer in Siberia?

* * *

On reading that an eminent diet-specialist asserts that our national health would be better if we all ate raw meat, I am inspired to observe—

Superfluous your advice, good Doc., I trow!
You might, forsooth, as fitly recommend
The railway train for such as seek to go
From Ashton-under Lyne to Ponder's End.

As well advise us at the close of day
That restful sleep in bed would do us good;
Or to the faint and famished likewise say:
"For hunger I should recommend some food."

Raw meat, indeed! O Doc., why don't you look
Around you ere you air your bright ideas?

The man who keeps the average sort of cook
Has eaten nothing else for years and years!

* * *

A motor-cyclist was taking the girl on the pillion for a little run round the neighbourhood of Llanberis. "Oh, George!" she cried, "be careful! I think you must have run over a brick." "Brick!" said the scorcher, with fine scorn. "That was Snowdon!"

* * *

MOULDY MARTHA, THE

MACCLESFIELD MURDERESS: OR, SHOULD THE GREENGROCER TELL?

CHAPTER VIII.

Drawing a key from his pocket Connie Corncrake's captor opened the front door of the mansion and shoved the trembling girl in. She found herself in a large and handsomely furnished hall. A tallow candle burned brilliantly in a ginger-beer bottle reposing upon a bracket beneath a superb oleograph of the late Mr. Gladstone chopping up the New Forest. A case of stuffed ostriches occupied the opposite wall, over which the antlers of a mounted lobster were spread, as it were, in benediction.

A couple of solid wood hat-pegs belonging to the Early Drage Period completed the sumptuous mural decorations. The floor was covered with a rich carpet of pure linoleum, and Connie gave a gasp of surprise when she saw that the pattern thereon—two isosceles triangles rampant, gules, on a field ultramarine—was identical with that which appeared on the roll to which she still adhered tenaciously.

"Kaindly step this way; moddum," said the man, opening one of the doors in the passage. "You will not be kept long waiting."

Connie, all power of resistance gone, entered the room.

"Waiting for what?" she demanded.

"Mouldy Martha can tell you that better than I," retorted the man; and uttering a coarse guffaw smelling strongly of beer, he left her.

(Don't fail to read next week's astonishing instalment which contains the most amazing denouement ever conceived.)

JAPANESE FASCISTI.

Public Support Lacking.

Tokyo, October 14.—The Black Shirt Party, or Japanese Fascisti, which was recently organized here, apparently does not have the public support that a similar organization has in Italy. Recently a big meeting of the Black Shirt was called in Uyeno Park, but, when the curiosity seekers were excluded, it was found that only about 100 were present. The police, however, viewing the Black Shirts as a radical organization, arrested the leader, Seiken Yamaguchi, prior to the meeting and it was said that many members of the organization refused to attend. The Black Shirt Party ostensibly has for its platform patriotic loyalty to the throne.

BUY MORE RICH THICK CREAM

NOTHING NICER THAN NESTLE'S

WOMEN'S INTERESTS

Two of the newest autumn frocks on display in New York.

The sweet, simple girlish era is facing the end of its supremacy. Rich and regal raiment is asserting itself.

"I don't mean to say that women must abandon simple styles and the garconne type frock," said a leading fashion authority.

"But, I do point out most emphatically that a woman need not wear simple gowns this season if her taste craves elaboration. If she wants to be exotic and bizarre this season she may do so with fashion's full sanction.

"There is a lure to rich silks and brocades, to jewels and plumage of the richer sort that women have known and utilized to their advantage for centuries. After a period of Puritan simplicity in dress, we inevitably return to the more splendid and rich, to the more colourful materials, and a more oriental appreciation of brilliance and glitter.

"But, I repeat, clothes are an individual problem. Simplicity that is founded on good line and good workmanship is never out of style and is always distinctive in any age."

In looking over the new evening gowns I was impressed with the richness and elaboration that manifests itself this season—the use of gold and silver cloth covered with jewels and colourful embroidery, the use of metal laces and rich furs. I was quite fascinated by the way one layer of chiffon is arranged upon another to give an opalescent effect, and the novel ways scarfs and draperies are arranged, and the charming ways in which the uneven hemline is achieved.

The most striking frock in the collection is the one photographed today, of royal blue moire with a lace shawl of black Chantilly lace forming an overskirt and an elaborate scarf and sleeve drapery. A huge fuchsia rose is worn at the shoulder and blue ribbon straps fall from shoulder to hem.

"It has been several seasons since anything so pretentious and intricate has come our way. The other model shows a more simple line with new flare and an exceedingly interesting colour treatment. Of apple green chiffon velvet with a circular skirt of nile green chiffon velvet, it is entirely covered with embroidery in gold thread and encrusted with seed pearls. The neck and sleeves and border of the skirt are piped with the most marvellous shade of rose.

"This one shows the combination of simplicity and extreme elaboration that the smartest evening gowns of the season will have." "They will retain perfection of line and the slim silhouette will not be compromised, but the simplicity will not be the dominating note because of the gorgeous colour combinations and the elaboration of the fabric.

"Important features to be noticed on this season's evening frocks are," he concluded, "the flared hemline, the use of lace and combinations of lace, both in thread and gold and silver, the use of bows and ribbons, the gorgeous linings that reveal themselves, the embroidery and beading and the ornate scarfs that are a part of the costume, and the shaded effects in chiffon and velvet."

A SMART GOWN.

The flowers, are printed upon the colourful georgette that makes the jabot and cuffs. The rest of the frock is black satin with the added detail of grosgrain ribbon, black also, and glass buttons.

THIS WEEK'S RECIPE.

TUTTI FRUTTI.

One cup chopped and seeded dates, 1 cup chopped figs, ½ cup seeded raisins, ½ cup shredded citron, 1 cup chopped nut meats, ½ orange, confectioneer's sugar.

Put dates, figs, nuts, citron and raisins through food chopper twice. Add grated rind and juice of lemon. Mix well with a wooden spoon. Work in enough sugar to make stiff. Pack in a square pan, let stand over night and cut in squares. Roll in granulated sugar.

Pour boiling water over the fruit, drain and dip in cold water. Then dry thoroughly before chopping.

Well scrubbed prunes can be stoned and chopped with the other fruits.

SEEN AT THE DRESS SHOWS

That the straight line holds its own, in spite of the attractiveness of many "flared" models.

That the little half-way veil is again worn—with small mitre-shaped hats.

Leather coats of red or dark blue have collar, cuffs, and a border of brown or grey fur.

With the high-colour frock or over-blouse twin brooches are worn, one at the base of the collar and the other lower on the corsage.

Silver is extremely fashionable, more so even than gold, and appears in the dull and shinning varieties on every other evening dress that attracts attention.

Skirts are shorter and sleeves, when present, longer than ever.

An evening frock of black chiffon velvet with two narrow trains that were not attached, but were part of the dress itself; the skirt otherwise was quite short.

"Plaited" materials are much used for country suits.

There is an attempt to introduce the coat-cape, and some of the models, particularly those in the wine-red or bottle-green velvet, recall Jane Austen days.

The "odd" fur stole or choker is worn with tailor-mades and with plain coats, and also with afternoon gowns.

Braiding is used a great deal, A trim grey suit was trimmed with silver braid and worn with a silver hat.

Fur coats are sometimes finished with wide ribbon ties or sashes.

The lace berthe, with ribbon ends falling from the back, is seen on afternoon frocks.

Very long lace ruffles also make their appearance.

YOUR GLOVES.

Do not let your vanity lead you into asking for a size smaller than you really need. Nothing makes the hand appear larger than a glove a size too small.

Do not wear thin kid gloves if you possess hot, damp hands.

A little rice powder dusted inside the gloves before wearing will help enormously.

Keep several pairs of gloves in use, and never wear the same pair twice running.

Never roll one glove inside the other; straighten them, and put them away full length.

Lastly, never buy cheap gloves. Their very shapelessness gives away their price, and they last but a third of the time of a good pair.

BEAUTY.

A lot of girls worry 'bout powder and paint while aiming to bring forth their beauty. They'll spend a full hour, so's to get the right tint that will give facial lines their full duty.

A little bit here and a little bit there likely chases the pale look away, but whether it makes you look flashy or fair, the use of too much doesn't pay.

You're not to be blamed when you want to look sweet, but the real work of nature you're losing, whenever you powder and paint indiscreet with the flock of cosmetics you're using.

The real look that counts, with the people you meet, isn't merely your makeup style. It means a lot more when expression is sweet, and you know how to give them a smile.

Go on, use your powder. Go on, use your paint. But also try using discretion. You're more like yourself and much less like you "ain't" if your best beauty comes from expression.

It fancies the tunic effect does this attractive frock that is made of the ever popular crepe Canton. Fine pleatings, caught in scallop effect by corded self material; give the pseudo tunic line. A half sash breaks the otherwise straight back.

HINT FOR GREY HAIR.

Grey hair is admired nowadays so long as it is kept in perfect condition. To retain the silvery tone, rinse with blue water after shampooing. Put the bluebag into the water, and keep it there till the water is faintly tinged with blue, then remove it and proceed to rinse your hair.

BEAUTY SECRETS OF FAMOUS BEAUTIES: 11.

BY FLO KENNEDY.

OF THE ZIEGFELD FOLLIES.

I consider my hair my greatest beauty asset. I devote more time to it than any other phase of beauty culture, probably because it responds more quickly to care and it shrieks neglect more loudly.

I pin my faith on the hairbrush. First, it must be of good quality with firm, but not too stiff bristles. Then it always must be immaculately clean. I have several brushes so that I never need use one twice without washing it.

My hair is very thick, but I brush only a little at a time and always hold it away from the head with one hand and brush up instead of down. This keeps the scalp in a healthy condition and, if the scalp is healthy the hair is almost bound to be thick and to have lustre and sheen.

Once a fortnight I wash my hair in pure castile soap and water and dry it by hand. I never wear a hat when I can avoid it and give the air and sunlight every chance at it.

Front and back view of one of the newest taffeta creations for evening wear. The dress is of the victorian type with Spanish pantalettes showing just below the long skirt.

THIS WEEK'S RECIPE.

ICED ORANGES.

Have ready some oranges, icing sugar, and to each pound allow 2 stiffly-whisked whites of eggs. Remove the rinds and pith carefully, and pass a thread through the centre of each orange. Beat the sugar and whites of eggs together until smooth, dip each orange in separately, and tie them securely to a stick. Place the stick across the oven, which must be very cool, and let them remain until perfectly dry. If well-coated and smoothed with a palette knife they have the appearance of balls of snow.

FROM A PARISIAN HOUSE.

A pretty powder bowl is a bunch of shell flowers which hide a tiny shell basin for the powder.

China statuettes get more and more popular. Instead of one fantastic figure, whole scenes are being moulded in china. Of course the figures of the harlequinade are most popular, but a charming mixture of crinolined ladies consorting with pierrots is much admired.

Charming match stands are made of composition. Ducks, cats, or apparently any animal in some grotesque attitude abound. The matches are stuck in singly.

Bedspreads and cushions worked on tapestry lines are enjoying a vogue. A scene is embroidered on satin, for preference, in minute threads.

After the craze for plain furniture it is amusing to hear of a fad for marvellous old French beds placed in bedrooms that are fitted with the most modern of furniture.

Simple wooden mouldings, sometimes delicately coloured to tone with the wall, are favourite framings for water-colours.

Writing-table sets vary from those of morocco leather with gilt tooling to those onyx-inlaid with lapis. Writing table accessories are also seen in tortoiseshell and silver gilt.

Polished table tops are decorated with linen sets in venetian work, for which there is a craze at the moment.

THOSE TRIFLES!

Gloves are all alike just now: perfectly plain suede, with no fastening at all, wrinkling softly round the wrist. They vary only in length; some of the new ones are really long, but apparently only so that they can have more wrinkles, for no one ever pulls them up.

Cigarette-lighters are the latest things Parisiennes are carrying—briquets, they are called—and, of course, they are made an excuse for lovely little designs in coloured enamel, gold, silver, or onyx and diamonds.

A TWO PIECE FROCK.

Here green satin, of the bottle green variety, is trimmed with bands and tabs of self-material. Cuffs and scarf ends are of gilded kid by way of contrast.

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CELEBRATED
DRY GINGER ALE

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It has been repeatedly declared by travellers, tourists and others, that WATSON'S DRY GINGER ALE is UNEQUALLED by any similar product throughout the World.

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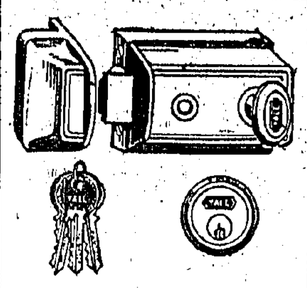

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BIRTH.

At the French Hospital Nov., 14th. to Mr. & Mrs. D. Peoples.—A daughter.

The Telegraph.

SATURDAY, NOV. 14, 1925.

OUR PECULIAR POSITION.

In the very interesting interview which Sir Matthew Nathan, a former Hongkong Governor, gave to a representative of the *South China Morning Post* there was at least one very telling phrase. Sir Matthew spoke of all the tremendous developments which had taken place since his day and how he could hardly now find his way about, so greatly had the internal scenes changed; but there seemed to be only about 20 Europeans in the Colony to-day whom he knew when he was here 20 years ago. That was the poignant note. We have built fine roads and big new buildings, and we have gone on steadily making this place more and more fitted to its role of being the trade gateway into Southern China, but we haven't done very much in the way of making it the permanent home of Britishers who find their life's labours centred here.

Of course, there are very many more than 20 Europeans here who were here in Sir Matthew Nathan's day, because Sir Matthew was only speaking of those he personally knew, but there are few white men who come to Hongkong from Europe or America who have not the slightest doubt but that residence here is a purely temporary matter and that one day they are going to leave it all and go back to their own country and people over the water. In that respect Hongkong stands to lose a great deal and has undoubtedly lost a lot in the past. It loses that keen personal interest which a man ordinarily evinces in the public affairs of his locality—generally known as "civic spirit." So long as trade is going along all right, so long as business is good, the average foreigner in Hongkong is content to leave the domestic affairs of the Colony in the hands of its official departments. Sir Matthew Nathan can be the Colony's Governor and can come back after 20 years and can say that while there has been progress there are few folk of his day left. Some of them have died, most of them have gone back to England, Scotland, Ireland, America—wherever it was they came from. And their interest—what of that? Hongkong can mean but little to them; it was but an abiding place for a short while. The question is whether that sort of thing can ever be changed, whether Hongkong is not climatically unfitted for the settling down of white people. The answer to that question gives one the key to a proper understanding of the form and system of local government. It's not a bit of use pleading and crying out for constitutional reform for Europeans when the majority of those Europeans don't care "two hoots," and it's much better having a system of official administration which is blessed with continuity of aim and outlook.

It is almost entirely due to the efficiency and industry of our official administration that Sir Matthew Nathan can see such a change after 20 years, and the various Departments, rail at them though we are often compelled, to go steadily on building up, enlarging, improving and administering. Hongkong does lack (and is a loser thereby) a keen civic interest on the part of its foreign residents, but that lack is not a little counterbalanced and offset by the continuity of official administration. Our system is not a good one, but it seems about the best we can have under the curious circumstances existing.

Share Gambling.

"The market had recently been over-bought by speculators, and the cleaning out process had to come." Thus is summarised the reason for the sensational slump on the New York Stock Exchange, only slightly stabilised, which Reuter announces. About a week ago there was a message concerning what was described as the biggest day in the Exchange's history, when the volume of share dealings exceeded anything ever recorded. One might say of the slump now reported that the inevitable has happened. How much this reminds the Hongkong resident of recent local events! The only difference seems to be that in New York they do everything on a much grander scale than we do, so that in a few weeks they have results that it took us many months to attain, and their crisis has been brought about with corresponding quickness. Admitted that many of the sounder stocks in Hongkong are being quoted at very low rates, bargain ones in some cases, owing to the absence of buyers, it yet shows the results of over-speculation in the less substantial values, and the artificial quotations to which some shares rose at the height of the local boom. It required business depression, with the added gloom of the recent "strike" and its results, to bring home the lesson. But the question arises whether these lessons are ever permanent. New York has had its big booms and huge slumps before, and will have them again. Hongkong will eventually recover much of its former buoyancy in the share market, and might even have a mild boom within a few years, who knows? But we think something of the lessons of a slump always remain, and one burst of mad speculation is seldom repeated—not by the same generation.

COLONY'S FINANCES.

POSITION AT END OF AUGUST.

Financial statements appearing in the *Gazette* show that the Colony's credit balance on August 31st was $11,959,558, as against $12,412,132 at the end of July.

For the eight months of the year the total revenue brought in was $16,348,517, compared with $16,982,873 for the same period last year; whilst the expenditure totalled $17,496,507, as against $15,485,197 in 1924.

Regarding the month of August, the total revenue was $1,377,276, which compares with $1,782,235 for the same month last year; the corresponding figures in expenditure being $1,829,850 and $2,469,990.

POPPIES ON THE PEAK.

Three of the ladies who assisted in the sale of poppies at the Peak on Armistice Day. Left to right:—Miss Joyce Hollingsworth, Miss Dorothy Holyoak and Mrs. L. G. Scott.

HELPING THE FUND.

A picturesque figure in the "Poppy Day" street collections was Miss Doris Hunt, who, attired as a Red Cross nurse, toured the city on a donkey. She was accompanied by her mother, who also had poppies on sale.

ITALY'S WAR DEBT.

VIRTUALLY WIPED OUT.

London, Nov. 18.

According to a message from Rome, a Washington report states that Italy will not be required to pay the 2,407 million dollars mentioned earlier, but a total of 485 million, hence the settlement virtually wipes out Italy's war debt to America, leaving only the debt incurred since the Armistice, together with accrued interest.—*Reuter.*

FRENCH LEVY.

APPROVED BY CHAMBER.

Paris, Nov. 13.

The finance committee of the Chamber has adopted the articles of the Government programme relating to a levy on commercial and industrial profits, and the national levy of fifteen per cent. on revenues from French and from foreign stocks.—*Reuter.*

A KING'S MUMMY.

ENCASED IN GOLD.

Luxor, Nov. 13.

The last doubts as to the contents of the sarcophagus were dissipated when Tutankhamen's mummy was taken out of its wrappings. The body was found covered with gold, with golden stars on the heart and lungs. A large golden dagger accompanied the body.—*Reuter.*

BRITISH DYES.

GOVERNMENT'S CONDITIONAL WITHDRAWAL.

London, Nov. 13.

Subject to the shareholders agreeing to a scheme of reconstruction of the concern, the Government's interest in the British Dyestuffs Corporation will shortly lapse.

The corporation was formed in war time for the manufacture of dyestuffs, replacing the lost German supplies.

The Government subscribed seventeen hundred thousand sterling, and exercised a degree of control. A notice issued to-day convening a general meeting states that the original restrictions seriously militate against successful conduct of the corporation's affairs. The Government has offered to sacrifice its shares for six hundred thousand sterling and withdraw the restrictions, except stipulations ensuring that the corporation shall remain predominantly British and keep in touch with the Government as regards technical information and research.—*Reuter.*

MAYOR MURDERED.

ASSASSIN COMMITS SUICIDE.

Sofia, Nov. 13.

M. Madjaroff, the Mayor of Sofia, a son of the former Bulgarian Minister to London, was assassinated this morning by a former Municipal employe, whom he had dismissed. The assailant committed suicide on the spot.—*Reuter.*

DAY BY DAY.

IN EVERY PERSON WHO COMES NEAR YOU, LOOK FOR WHAT IS GOOD AND STRONG: HONOUR THAT; REJOICE IN IT, AND AS YOU CAN, TRY TO IMITATE IT.—*Ruskin.*

***

The opening rate of the dollar on demand to-day is 2s. 4.9/16d.

***

Mrs. T. H. King returned to the Colony by the Morea on Thursday.

***

The number of vessels in Harbour to-day was 68, of which number 34 were British.

***

The photograph of Sir Claud Severn, appearing elsewhere in this issue, is by the Ming Yuen Studio.

***

Amongst the passengers who left by the P. & O. liner Morea were Bishop and Mrs. Molony, Mr. L. Forster and Mr. A. H. Lay.

***

Major T. C. Greenwood has been elected to fill the vacancy on St. Andrew's Church Vestry caused by the resignation of Mr. Tofte.

***

Amongst the passengers due by the City of Cairo on the 27th, instant are Mr. and Mrs. F. A. Britton, and Mr. and Mrs. G. A. Pentreath.

***

The Christmas letter mail for the United Kingdom will be closed in the G.P.O. at 9.30 a.m. the 21st. November. This mail is due in London on 22nd, December.

***

It is notified that His Honour the Chief Justice has ordered that the next Criminal Sessions shall be held on Thursday, 19th November, at 10 o'clock in the forenoon.

***

The s.s. Hydrangea, which usually runs between Hongkong and Swatow, departed for Kwang Chow Wan yesterday. No British vessels are being allowed to do any business in Swatow.

***

In addition to those mentioned elsewhere, the mourners attending the funeral of the late Mr. Carlos F. de Carvalho yesterday included Mr. R. L. Moncrieff, Mr. G. M. Dalgety, Mr. T. W. Doyle, Mr. W. J. Clerk and Mr. Ho Wing.

***

Observatory returns for the month of October show that the average mean temperature was 75.4, the highest being 86.1, on the 8th, and the lowest 67.3, on the 11th. There were 268.7 hours of sunshine and 3.165 inches of rain. The average humidity was 64.

***

His Excellency the Governor has, under instructions from the Secretary of State for the Colonies, been pleased to recognise Dr. Wilhelm Wagner, provisionally and pending the issue of His Majesty's Exequatur, as Consul in Hongkong for Germany.

***

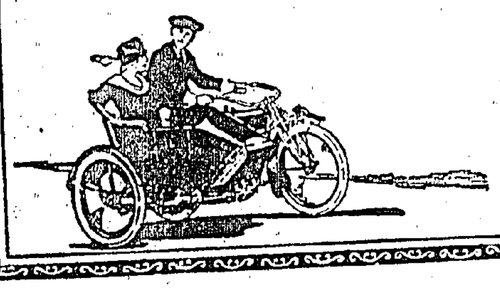
The Rev. W. H. Murray Walton, of the Church Missionary Society, is to take some special services over the week-end of November 22nd at St. Andrew's Church, Kowloon. Mr. Murray Walton is engaged in a work which he himself inaugurated some years ago—newspaper evangelism.

***

To-night should see the Theatre Royal packed by all those who are desirous of hearing Mr. William Heughan, the great singer and actor, for the last time in Hongkong. This will be positively the last opportunity of hearing him, as he leaves for Shanghai on Tuesday, *en route* for America. We can heartily advise all who have not yet already done so to hear him.

***

Since his election to the House of Commons Kitchen Committee to supervise the making of porridge, Mr. David Kirkwood has been inundated with offers of oatmeal from all parts of Scotland. Mr. Kirkwood made this statement at the opening of the new Co-operative Creamery at Clydebank (Glasgow), and he added that many of the leading manufacturers were so anxious to collaborate with him in Parliamentary porridge making that one firm offered to supply his family with all the oatmeal they required for the next two years if only the firm got the Commons contract.



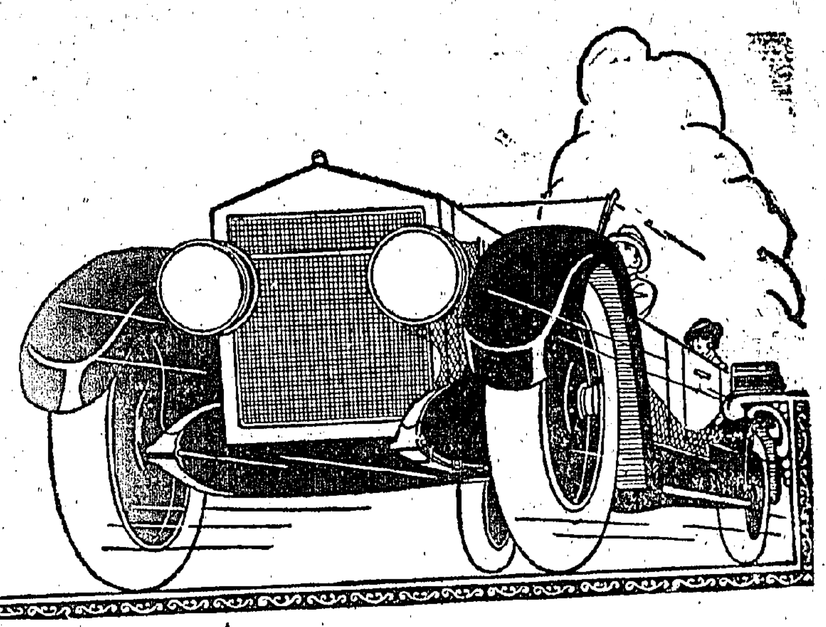
MOTORING SUPPLEMENT

OF

THE HONGKONG TELEGRAPH.

SATURDAY, 14th. November, 1925.

(Being the Official Organ of the Hongkong Automobile Association).



CURRENT COMMENT

Lamp Standards.

There will have been complete agreement among all local motorists, we think, that the Police Magistrate did quite the right thing recently when he decided not to impose a fine on the motor car driver who was summoned for going round the wrong side of the lamp standard at the corner of Nathan Road and Gascoigne Road, Kowloon. Even Sergeant Smith of the Police admitted that the post was in an extremely awkward position and that he, himself, had often gone on the wrong side of it. We go so far as to claim that lamp posts or standards in the centre of any cross-roads are in an awkward position and that it is an erroneous and out-of-date idea to think otherwise. There is no lamp post or tramway standard at the Hongkong Hotel corner, but there is one at the King Edward Hotel corner and we will leave it to our readers to judge of the ease of negotiating the one and the difficulty of negotiating the other. Let us take Nathan Road, Kowloon, where lamp posts are still down the centre of the roadway, and we find that any motorist who turns out of either Mody Road, Cameron Road, Kimberly Road, and Austen Road has a most ridiculously acute right-handed turn to make round a standard if he conforms to what is considered to be correct driving practice. The idea of course is that a standard or post makes a driver keep to his left-hand side of the road but the danger and inconvenience of having a standard *in the way* goes more than to invalidate the worthiness of that argument. The centre of the roadway and the centre of a four-ways corner should be entirely unobstructed. To drive along Coronation Road and then to continue into Nathan Road is to have the force of that contention made strikingly evident. The sooner we get all our traffic roads and corners lighted by suspended lamps the safer and better will it be for motorists as well as for all road users generally.

Socony's Latest.

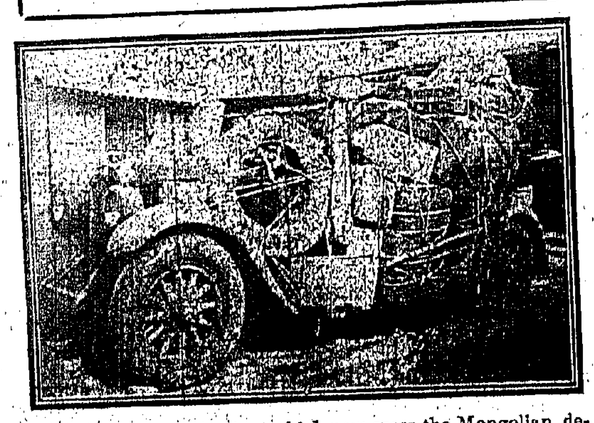
Socony is to be congratulated on the latest marketing of its lubricating greases in cans fitted with long and convenient oiling spouts. Every motorist has experienced the awkwardness and inconvenience of "oiling up" in the old way—the buying of the oil in one container, the transference of it to another not of any great excellence, and the back-bending, "mucky" job of doing the actual oiling itself. "Socony" has now tried to get over all these drawbacks by retailing its lubricating oils and greases in conveniently-sized tins with each of which is sold a long oiling spout capable of reaching the farthermost parts of a car—even those under the body. The selling of the well-known Socony spring grease (a mixture of oil and graphite) in such a container makes the oiling of springs for the elimination of "squeaks" a comparative pleasure. The Hongkong Hotel garage showroom contains a good exhibit of these new long-spouted cans.

Compulsory Insurance.

Advocates of complusory insurance for motorists will surely find supporting argument in the unusual court ruling of a case recently heard at Cleveland, U. S. A. The American newspaper which gives the report, qualifies the verdict as "unusual." Our readers will probably endorse that view. Briefly, the charge was one of manslaughter, the victim having met his death in a traffic accident, the driver responsible for the death being duly adjudged guilty. The court gave the prisoner the option of serving five years in the penitentiary or supporting for three years the family he had accidently robbed of a father. The prisoner chose the latter course. His weekly earnings for the next three years must be divided equally between his own family and the widow and four children of the departed parent. In addition, he has to pay a settlement of $7,500, and all out of a weekly wage of $35,00!

Apart from the absurdity of this "unusual" decision, it appears manifestly unfair to penalise the offender's family, who, even if the accident was the result of criminal carelessness, cannot be held in any way responsible, and therefore should not have to suffer. If, on the other hand, there had been compulsory insurance against such an eventuality, the victim's family would have been provided for, and the person responsible for the accident could have been punished, as he deserved, by serving his time in jail.

TRAVEL DE LUXE IN MONGOLIAN DESERT.



The motor car services which now cross the Mongolian desert, especially between Kalgen and Urga, are enjoying great popularity and are building up a transportation trade which shows great possibilities. This shows one of the cars loaded up for departure on its desert trip. This car is one of the new

GASOLINE TAX.

POPULAR IN UNITED STATES.

Although the motorists of the United States paid nearly $80,000,000 during 1924 in the form of gasoline tax, it is estimated that the amount will approximate $100,000,000 in 1925.

Thirty-five of the 48 states and the District of Columbia imposed taxes last year ranging from 1 to 4 cents a gallon. Arkansas was the only state having the 4-cent tax last year, but this year is joined by North Carolina, which raised its tax from 3 to 4 cents.

The increase in the total amount to be paid in gasoline tax by motorists this year is indicated by Kansas, Ohio and Michigan adopting a 2-cent levy. North Carolina and Tennessee raising their levies 1 cent a gallon, and Wyoming a cent and a half.

In the figures for the year submitted by the bureau of public roads of the United States Department of Agriculture, it is shown that California, with its 2-cent tax, leads all other states in the amount collected from motorists, with $11,993,222.

The only other state approximating this huge sum is Pennsylvania, which collects over $9,000,000 from a 2-cent tax. The next in line is Indiana, with less than $5,000,000, and North Carolina with $4,500,000.

Driver: "Whew! Listen! Something is knocking in the engine!"
Passenger: "No. It's my knees!"—

Sydney Bulletin, Australia.

TRAFFIC IMPROVES.

Traffic fatalities during April were reduced more than 2 per cent. below those of the month before, and the same rate below that of April of 1924, reports the National Automobile Chamber of Commerce of New York.

SCHOOL BOY PATROLS.

Organization of school boy patrols to help reduce traffic fatalities among school children may be adopted nationally, on the suggestion of Secretary of Commerce Hoover. This system has been found successful in Southern California, under guidance of the Automobile Club of Southern California.

ETHYL GAS.

Appointment of a special committee to inquire into the feasibility of using ethyl gas for automotive purposes was recommended by the U.S. conference called by the U.S. surgeon general to consider the health hazards of this fluid. The special committee will be expected to report its findings by January 1.

OBEY RULES OF THE ROAD; YOU BE RIGHT FIRST

THE PLAIN MAN AND HIS CAR.

V.—THE POWER UNIT. *(Concluded).*

(By P. W. F. Mills.)

The Cooling System.

Practically all car engines are water cooled. Water is circulated through water jackets which form part of the cylinder casting and the heat generated by the explosions is carried away by this water and radiated into the atmosphere. The radiator is a water container, fitted with filler cap and entry and exit pipes, designed in a form calculated to present the greatest possible surface to the atmosphere. If the cooling water were permitted to remain stationary in the water jackets it would soon reach boiling point and escape in the form of steam. It is accordingly made to circulate in a circuit consisting of the radiator tubes and water jackets, and the heat generated in one part of the circuit is dissipated in another.

There are two principal systems of ensuring circulation of the cooling water. A system commonly used is what is known as the "thermo-syphonic." In this system the tendency of heated water to rise and cooler water to fall is utilised to keep cold water replacing hot water in the cylinder jackets, the hot water rising up a pipe into the radiator and leaving it by a lower pipe after cooling down. The "thermo-syphonic" system proved eminently satisfactory on car for a number of years, and may be found at the present day, but the practice of including a pump in the water circuit is becoming more common as the years pass. By reason of certain electrical considerations it is desirable for a magneto drive to contain a "steady", and the steadying influence resulting from driving a water circulating pump of the centrifugal type "in tandem" with the magneto has led a number of designers to adopt this system. With an efficient pump in the circuit the flow of cooling water is naturally more rapid, and it is possible that though cooling will be improved when the engine is employed on heavy duty there may be a tendency for the engine to run too cool when duty is light and in cold weather. There are a number of devices on the market which control automatically the temperature of the cooling water, the arrangement being usually some type of "thermo-static" valve which permits or impedes the flow according to the temperature. Such devices are expensive, and may be regarded as something of a luxury, but they have produced remarkable results in engines fitted with them and they undoubtedly have a great future.

Radiator thermometers, perhaps better known by their trade name of "motometers" are especially useful in enabling the driver to see at a glance what effect in raising the temperature of the engine a long climb or a spell of low gear work has produced. When cars, as often happens, are provided with radiator shutters or radiator muffs a thermometer of any of the well known types prevents the adjustment of the radiator covering being made upon guesswork only.

All cars, whatever the circulating system employed, are fitted with a fan situated immediately behind the radiator to draw air past the tubes and assist in cooling such parts of the engine as are not water jacketed.

Under certain circumstances water in the cooling system will boil rapidly however efficient the cooling system employed. In this event the steam generated in the jackets will force its way into the radiator and the comparatively fragile tubing may be damaged by the pressure. It is customary, therefore, to provide a steam vent immediately underneath the radiator filler cap. This consists of a tube running from close under the cap down to the bottom exterior of the radiator.

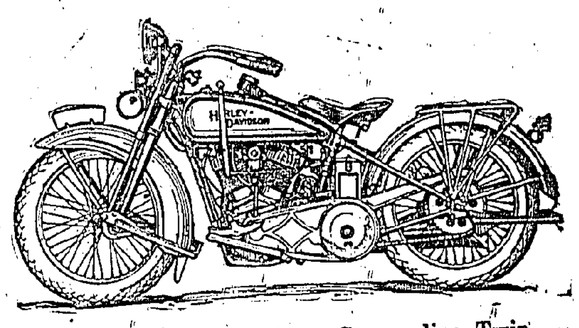
Silencing.

Silencers are sometimes called mufflers, exhaust boxes and expansion chambers. The last term is possibly the best of all as a silencer is nothing but a metal chamber of a capacity several times greater than that of the engine cylinders into which the exhaust gases flow from the exhaust system, later emerging from the chamber at greatly reduced pressure and temperature.

The characteristic "pop-pop-pop" of a petrol engine whilst running is caused by the hot gases at a pressure higher than that of the atmosphere impinging on the surrounding air, and the higher the pressure at which the gases emerge from the silencer the louder will be the "exhaust note" of the engine.

Baffle plates or any other form of obstruction to the passage of the gases through the silencer will have the effect of reducing the pressure at which the gases meet the surrounding air, and consequently the noise, but a certain amount of "back-pressure", which naturally reacts adversely on the engine efficiency, is unavoidable. The design of a silencer, then, is a matter of selecting the compromise between excessive noise and excessive back-pressure which appears desirable for the type of car under consideration.

Some years ago a well-known English motor cycling journal conducted some tests and collected some facts with a view to clearing up some of the problems associated with silencer design. It had long been accepted that an "open exhaust", i.e. an exhaust system discharging direct into the atmosphere, gave the least possible amount of back-pressure, and for racing, where noise was considered to be no disadvantage, open exhaust were the rule. The question of noise was, however, made the subject of a complaint forwarded by a number of Weybridge residents to the Brooklands track authorities, and after some discussion silencers were made compulsory on all cars and motor cycles using the track. It is significant that this decision had the effect of bringing about great improvements in silencer design, and the old ideas on the drawbacks of silencers had to be revised at once. One of the few facts which stood out clearly from the results of the tests referred to above is that a very satisfactory combination of silence and small back-pressure may be obtained by the use of an exhaust system as free from sharp bends as possible discharging into a large expansion chamber free of baffle plates, the final discharge into the atmosphere being made through a pipe flattened into "fish-tail" form. A large number of modern cars employ a silencing system on these lines.



The 1926 Harley-Davidson Stream-line Twin, Featuring 16 Important Improvements.

Arrived per S.S. "Empress of Asia"

Will you be the lucky one to have the first 1926 out on the road?—Come and let me demonstrate this wonderful machine with all the latest improvements.

Kindly book your order now at the Gascon Motor Co., No. 2, Kwong Wah Road, Kowloon (opposite The Steam Laundry) as only a limited number have arrived.

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GARGOYLE

Mobiloil

Make the chart your guide

Necessity, that "Mother of Invention" has made Gargoyle Mobiloil inevitable.

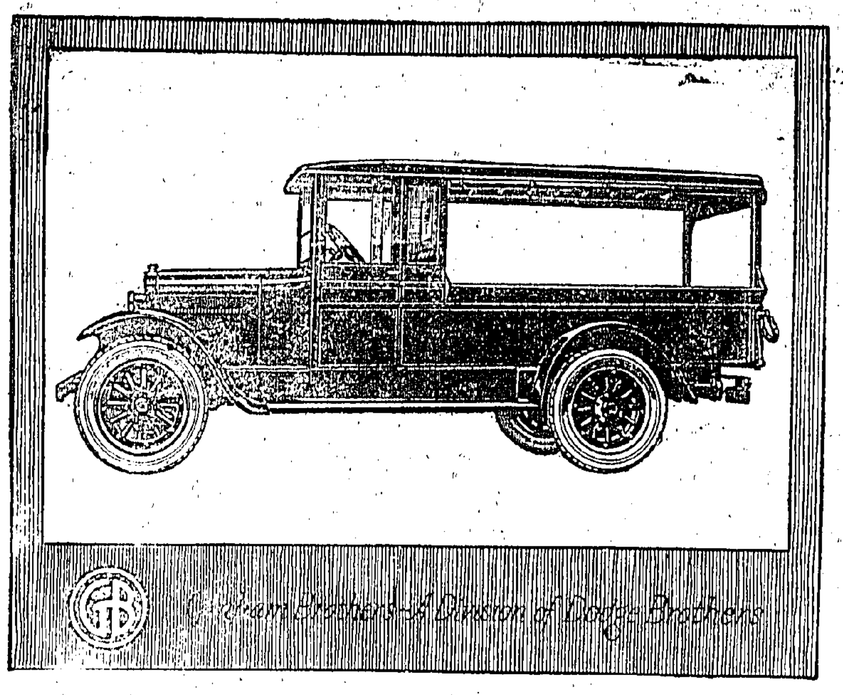
In five decades of its active life history, step by step the Vacuum Oil Company has won its way to the proud position of the World's largest strictly lubricating oil company. From its foundation in 1866, the policy of the Vacuum Oil Company has been to make high-grade lubricants that would not only keep motorcar engines running without breakdown and consequent unnecessary, costly repairs, but which would meet with scientific exactness the construction and operating conditions of the various types of motorcar engines to be lubricated.

Gargoyle Mobiloil, the best lubricant that can be manufactured for the hardest service known at its fair price, gives more SERVICE for each dollar that the motorist invests than any competitive lubricant at any price.

We have always—we will always keep faith with the mortoring public whom we serve, by keeping our pledge to put into Gargoyle Mobiloil the finest material and workmanship. It is this honesty of aim, this integrity of manufacture, that has built in 59 years the largest lubricating oil business in the world,

Use the Correct Grade of Gargoyle Mobiloil as specified in the Chart at the back of our Correct Lubrication booklet—mailed free of charge upon request,

VACUUM OIL CO.



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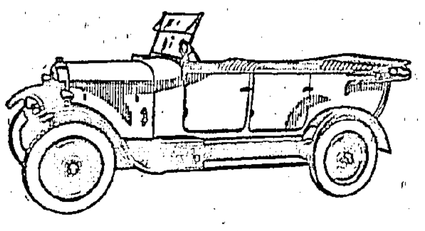
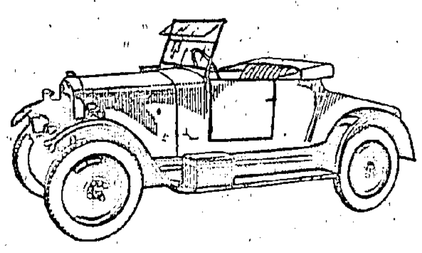
ANNOUNCEMENT



FOUR SEATER "DE LUXE" $2,200



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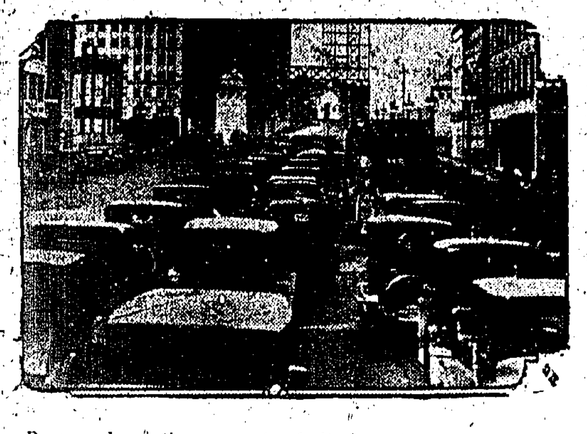
HEAVY TRAFFIC DEMANDS.



Bumpers keep other cars at safe distances in traffic like this.

BY W. T. MORRIS

Bumpers are like non-skid chains. You may not always need them but when you do, you need them badly.

Bumpers provide protection for your car, your pocketbook and your person. Their first function is to absorb shock. Bumpers protect fenders, lights, radiator, gas tank and in cases of collision have been known to save lives.

Choose your bumper carefully. Insist on bumpers correct in every detail—height, length, curve and fittings. Freaky designs attract attention but they don't always protect.

Bumper bars of spring steel should be selected with at least five inches between the front bars and the rear bar. A curved end on the bumper bar to deflect blows is advisable. The bumper should be long enough to safeguard fenders in traffic without hindering close work in parking.

Standard heights for bumpers are 20 inches for the rear bumper. Any great deviation from those distances will permit bumpers on other cars to slip over or under yours and cause embarrassing delays when you are in a hurry.

Attachments determine to a considerable extent the bumper's shock absorbing ability. A steel fitting riveted to the steel arm removes the possibility of the bumper slipping or of the clamp twisting out of place.

GOODS TRANSPORT.

POPULARITY OF SIDECAR OUTPUTS.

The value of the motor cycle and sidecar as a means for transporting goods as distinct from passengers is undoubtedly not sufficiently realised by the average person, and this applies particularly to overseas countries where the motor cycle is still looked upon largely as a sporting vehicle. The British Post Office, however, long ago realised that a motor cycle coupled to a specially-designed sidecar provided the most economical goods carrying vehicle imaginable, provided, of course, that loads of not more than about 5 cwt. were involved. After prolonged tests in actual service, the Postmaster-General purchased very large fleets of motor cycle combinations for dealing with the parcels post service, the vehicles being used to collect parcels from the local receiving office and deliver them to the central parcels office, and also for delivering them to their destinations. Prominent among these fleets are the "Matchless" G.P.O. combinations, which have been employed largely in the London postal area, and the other large towns in Great Britain." So many of them are on the road that they are a daily sight to millions of Londoners, and after several years in service they have proved to the hilt their reliability and economy.

Tradesmen in England are now beginning to realise that the experience of the Post Office is worthy of their consideration, with the result that there is an increasing demand among butchers, bakers, grocers, drapers and other tradesmen for commercial sidecars for delivery purposes.

In order to stimulate this demand and show to traders throughout the country what types of vehicles are available, the Auto-Cycle Union has recently held a demonstration of commercial sidecars, the vehicles covering a route of approximately 1,000 miles in six days, with demonstration halts in every town passed through. Prominent among the vehicles entered for this demonstration were two "Matchless" combinations; one being an exact replica of the vehicles used by the Post Office for conveying urgent air mails from London to the aerodrome at Croydon, and the other a "Matchless" Foamite fire-fighting combination, which is equipped with a fire-fighting outfit capable of dealing with outbreaks of considerable size. Both these "Matchless" combinations went through the 1,000 miles demonstration without a single hitch, carrying their designed loads throughout, and thus proving their complete reliability and suitability for ordinary commercial use.

There seems no doubt that the future of the commercial sidecar as a goods carrying proposition is assured, and traders who wish to keep down delivery expenses should not hesitate to investigate the subject.

SAFETY FIRST.

SUGGESTED STOPPING LAW.

"No vehicle shall be operated at a speed such that it cannot be stopped within the assured clear course ahead."

This simple rule for safe driving, anywhere, at any time and under any conditions, is suggested for adoption as law in all parts of the country by D. H. C. Dickinson, physicist of the U.S. Bureau of Standards.

In other words, Dr. Dickinson would replace speed laws with stop laws. It would require motorists to be in such control of their machines that they could stop safely under any conditions.

A motorist heeding this law would, if rounding a curve, be able to stop safely even if another motorist was coming at him on the wrong side of the roadway. At railroad crossings he would be going only so fast as to be able to stop before reaching the tracks, if a train is seen.

The rule would apply equally well to approaching the top of a hill and to passing another car in the same direction.

"The clear course ahead depends upon road and traffic conditions, some of which are continually changing, and the driver is responsible for being able invariably to stop within the clear course ahead," says Dr. Dickinson.

"Stopping distance with relation to the clear course ahead is the most important factor of safety. It must be assumed that a vehicle or person may emerge at any instant from behind an obstruction to the vision or that an obstable may lie just around a bend.

"Many of the present regulations are based unconsciously on the proposed new rule, which, if strictly enforced, would take the place of nearly all of them. This rule, if incorporated in an ordnance, would focus attention of all drivers on the most important condition for safety, would educate as well as regulate, and would compel every driver to keep his attention on what is ahead rather than on what is behind.

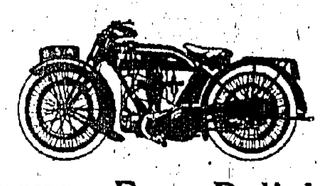
"If every driver knew that he might be called upon by an officer to come to a stop at any curve, crossing or obstruction where he could not see at least 100 yards in all directions, fast driving at these danger points would cease."

RUSSIA IMPROVING.

The Russian government has set aside 9,000,000 rubles for road improvement this year. Another 3,500,000 rubles have been appropriated for the purchase of automobiles and trucks.

B. S. A.

MOTOR CYCLES



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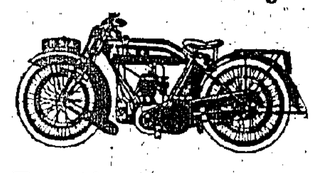

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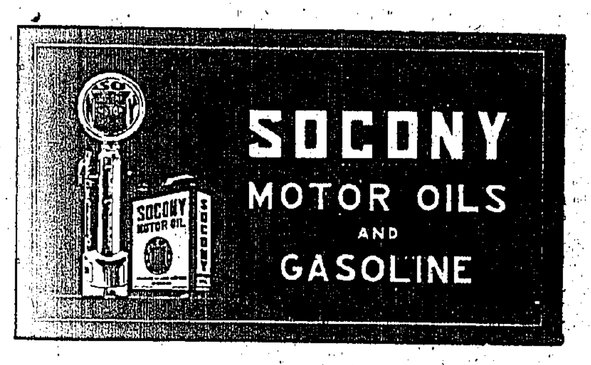
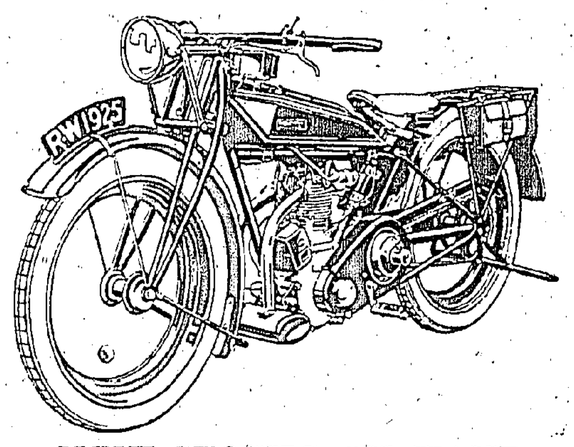


Rudge-Whitworth Four Valve Four Speed MOTOR CYCLES



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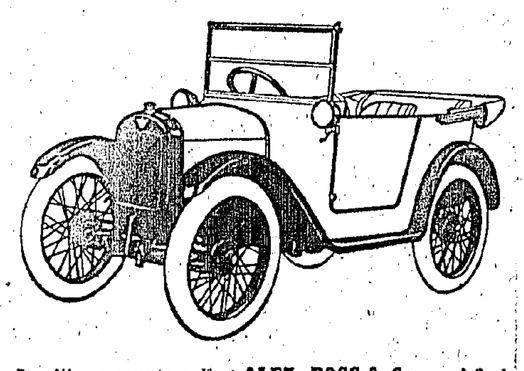

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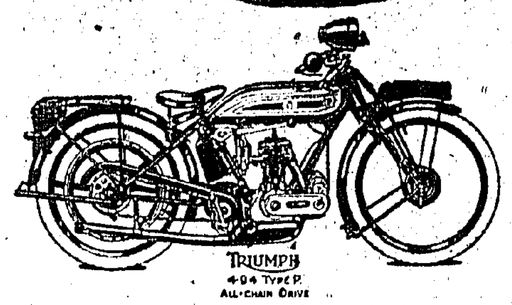
TRIUMPH



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Commander De Pinedo

broke all previous records records in his

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33,000 MILES

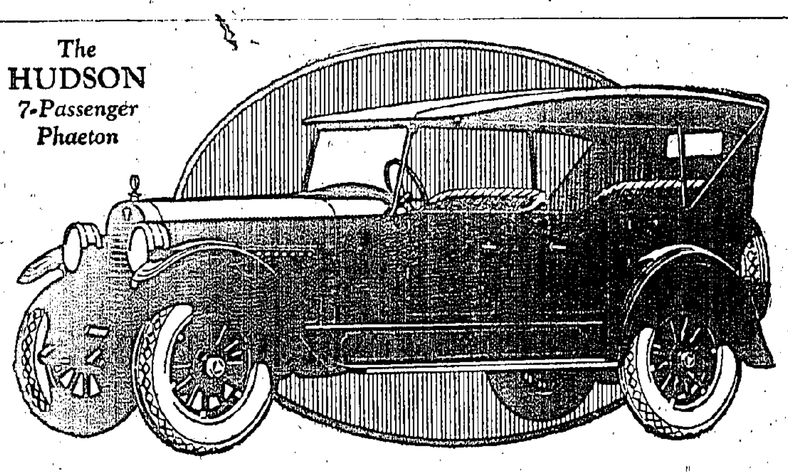
ALL ON

"SHELL"

ASIATIC PETROLEUM CO., (S'C) LTD.

(INCORPORATED IN GREAT BRITAIN.)

The HUDSON 7-Passenger Phaeton



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The World's Largest Selling Fine Car

After ten successful years the patented Super-Six principle today is responsible for the largest selling six-cylinder car in the world. Only a supreme and exclusive advantage could maintain such leadership in the brilliant competition of today. With such proof, can the Super-Six motor have any rival in importance?

Only Hudson Can Have It

It adds vast power, without added weight, size, cylinders or cost. It almost doubles endurance. It is responsible for the way Hudsons endure the hardest service, free of mechanical annoyance, and retain their new car vigor and flexibility when they have become old in point of years and service.

Most important of all, the Super-Six principle makes possible Hudson's one great policy and issue—to give greatest value for the money.

And today, economies possible only to the world's largest production of 6-cylinder cars give it value advantages never held by any rival.

Today's Hudson gives greater economy of fuel, oil and maintenance, as well as added smoothness in every phase of operation.

Hudson's high service standards, developed in 15 years of manufacturing and merchandising experience, are also a major factor in the satisfaction, enjoyment and value of Hudson ownership.

HUDSON-ESSEX, NOW THE WORLD'S LARGEST SELLING SIX-CYLINDER CARS

THE DRAGON MOTOR CAR CO., LIMITED.

33 WONG NEI CHUNG ROAD HAPPY VALLEY

THE RESULT OF TAKING A CHANCE.

It doesn't happen often, but it happened in Mobile, U.S.A. An automobile was caught between two street cars moving in opposite directions. The auto was wrecked and one of the trolley cars derailed. Two women who were riding in the automobile narrowly escaped injury.

OVER 17 MILLION CARS IN U. S.

13.9 PER CENT INCREASE.

Motor vehicles registered in the United States during the first six months of 1925 totalled 17,716,709, an increase of 13.9 per cent. over the registration during the same period last year, according to a report by the Bureau of Public Roads of the Department of Agriculture. This figure does not include 70,200 official vehicles owned by States on which registration fees were not paid.

The greatest increase in registration is in Alabama, with 53.6 per cent. followed by Florida with 41 per cent. Oklahoma 35.9 per cent. and Mississppi with 32.6 per cent. The total registration represents 15,519,647 passenger cars, 2,114,750 trucks and 82,312 taxis and buses. Only thirty States register the taxis and buses separately.

Total gross receipts from registration fees, licenses, permits, etc., amounted to $226,899,709, of which $183,780,371 is applicable to highway work.

CALIFORNIA'S PRIDE

California boasts the fact that it has more national parks, national monuments and forest than any other state in the union.

SMALL CARS.

UNIVERSAL PROPULARITY PREDICTED.

The smaller car, sturdier, more economical and cheaper, is the vision Edward S. Jordan noted auto manufacturer, sees in motordom of the future,

"The day is not far distant," he says, "when we will travel in automobiles not much longer than our office desk, and at about one-third the cost of present-day motor car transportation."

In his forecast of this future car, Jordan takes into account present advancements in the auto industry and possibilities of further progress. Henry Ford's offer to buy Muscle Shoals, he believes, would be perhaps the greatest boon to American industry, if the government accepts.

"I am not sure but that the acquisition of Muscle Shoals by Ford," he explains, "would mark the introduction of a new low-priced metal which would revolutionise the automobile and railroad business from the standpoint of cost of materials used, and thereby usher in a new era, of industrial prosperity for America."

METAL IN SIGHT.

The metal Jordan refers to is said to be an aluminum alloy, cheaper, lighter and stronger than steel.

"Scientists and engineers know that such a metal can be produced," Jordan says, "but to make it economically such water-power facilities as exist at Muscle Shoals are needed.

"With aluminum now at 28 cents a pound, and the price of bar steel. 0305, imagine the saving that could be made in the weight and economies of automobiles if a new and better metal could be produced to sell near the price of steel."

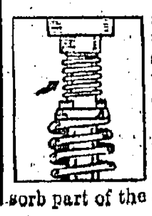
Jordan's forecast of the popular small car is based on the actual experience of a famous British small car manufacturer. As a result he concludes:

BIG CAR GOING.

"The day of the big bulky seven-passenger car has already gone. Motors will be lighter, of higher speed and motorists will change their point of view, since it is no longer a distinction merely to posses an automobile but a far greater distinction to possess good judgment.

"They will not be anxious to climb every hill at high speed and they will not be desirous of buying bulky cars to display their wealth.

"Shorter wheel bases, smaller high speed motors, move compact bodies, better carburetion, more standard production with fewer of the innumerable models now being offered, will cut the cost of automobile building to a point where every man, woman and child can have one."



A light coil spring placed between the valve stem and tappet will take the click out of this part of the engine. As the tappet comes up the spring will absorb part of the click.

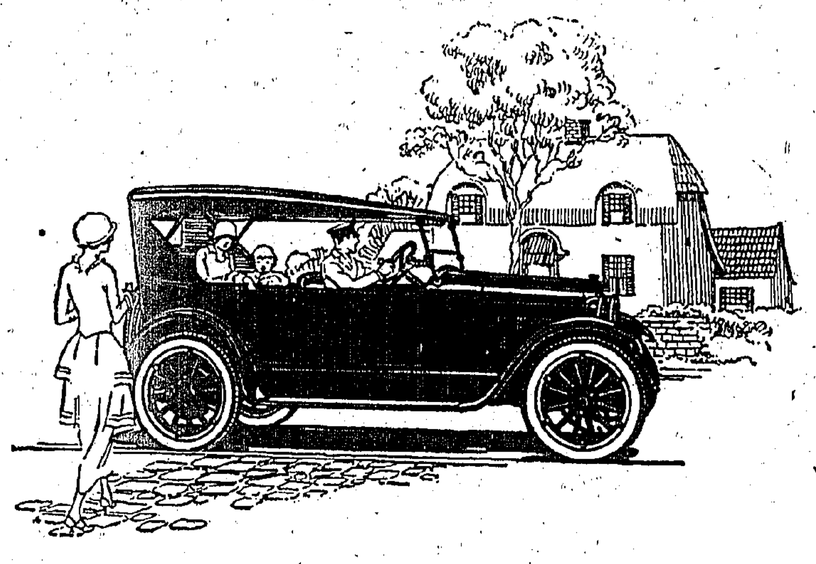
EXCEPTIONAL RIDING COMFORT

This new Touring Car is at its best where road conditions are at their worst.

Not until then can the owner fully appreciate its luxurious riding ease, nor the full superiority of the new spring equipment.

All four springs are longer, with more and thinner leaves, and the rear springs are underslung.

Made of tough, chrome vanadium steel, they unite maximum strength with very exceptional resiliency.

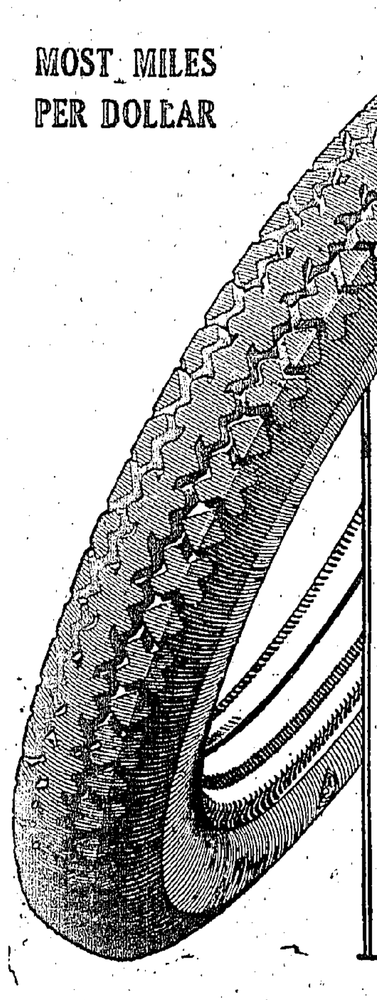


The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road - - - - - - Happy Valley.

MOST MILES PER DOLLAR



The Mark of Quality

Value

To give extra comfort, mileage and security, Firestone, perfected many exclusive building features.

Among these is the difficult Gum-Dipping Process which produces a stronger, more flexible, longer wearing carcass. By isolating each cord in a separate coating of rubber, friction and heat are greatly reduced.

Other Firestone features are the Air Bag Cure, the rubber "tempering" process, etc.—all planned to give a safe, comfortable ride for less money.

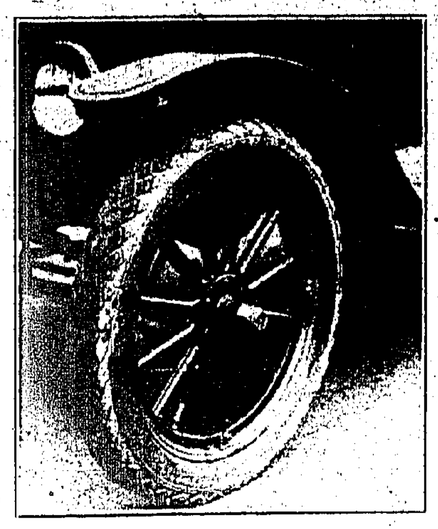
Let us give you more detailed proof of Firestone values!

MOST MILES PER DOLLAR

THE DRAGON MOTOR CAR CO. LTD.

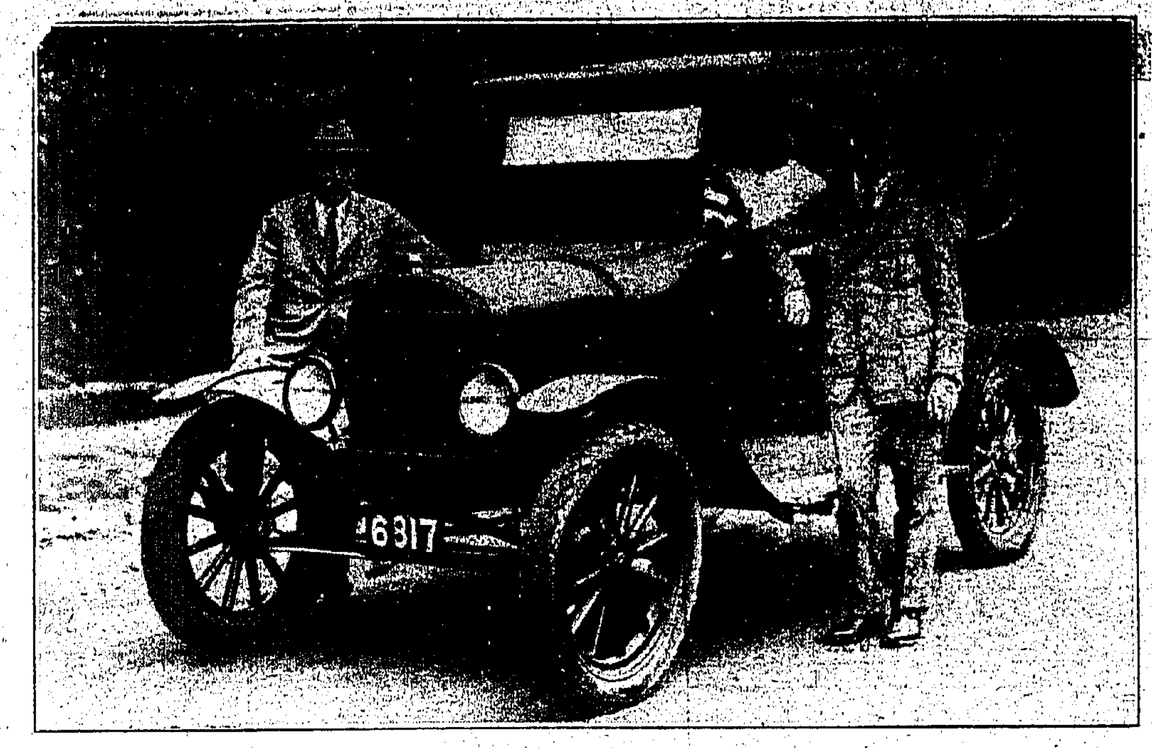
33, Wong Nei Chung Road, (Happy Valley).....Central 1246 or 1247.

Firestone



Above insert shows left front tyre after 43,118 miles.

Photo at right shows hire car No. 6817 with three original tyres after 43,118 miles service.



317,023 MILES

FROM

EIGHT GOODYEAR BALLOON TYRES

READ WHAT THE FORD HIRE SERVICE, INC., 77 ROUTE VALLON, SHANGHAI, HAS TO SAY OF THEIR EXPERIENCE

October 19, 1935.

The Goodyear Tire & Rubber Export Co.,
18 Museum Road,
Shanghai.

Gentlemen:

You will recall that at your request we purchased during August last year, two sets of Goodyear Straight Side Balloon tires for trial on our hire cars of which we are operating more than 50 at the present time.

We have kept a very careful record of the performance of these tires as we wished to compare their service with that of several makes of high pressure tires which had given us an average of about 16,000 miles per tire.

Of the eight Goodyear Balloon tires originally placed in service the first one to give out gave 35,122 miles, the second 35,866 miles, the third 36,942 miles, the fourth 37,631 miles and the remaining four tires are still running on the cars they were originally mounted on and to date have done 43,118 miles.

Needless to say we are more than satisfied with the result of these tests, and as a result we have decided to equip our fleet of hire cars throughout with these Straight Side Balloons. This change will of course require some time as we have a large number of high pressure clincher tires in service which are still in good condition.

I may say for your satisfaction that should the Balloon tires in general give the same service that these eight test tires have given we shall be able to reduce our tire costs by more than 50%.

Very truly yours,
FORD HIRE SERVICE INC.
Manager J. M. Gold.

Daily all over the World similar records are being reported on both Goodyear Interchangeable and Small Diameter Balloon Tyres under varying service conditions.

Remember also, these remarkable Balloon Tyres, made of "Supertwist," an exclusive Goodyear material, may be obtained at the same price as ordinary tyres.

A TRIAL WILL CONVINCE YOU THAT THESE TYRES CAN PROVIDE EQUALLY GOOD SERVICE ON YOUR MOTOR CAR

"NEXT TIME BUY"

GOODYEAR

BALLOON TYRES

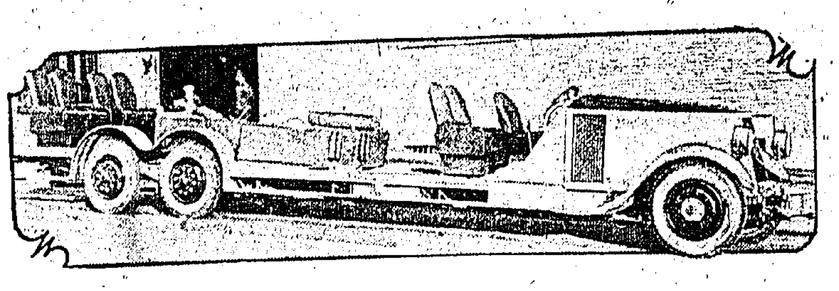
DISTRIBUTORS

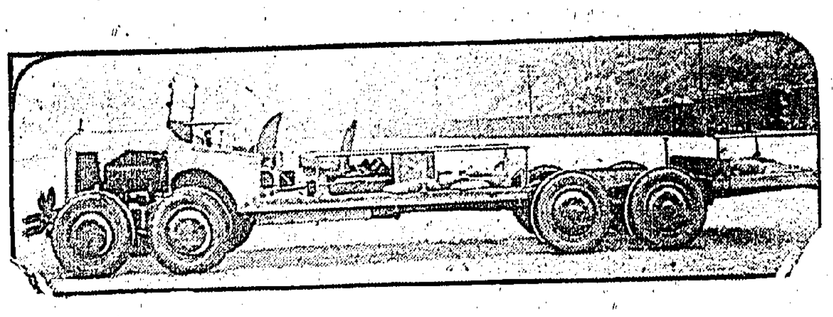
ALEX. ROSS & CO. (CHINA), LTD.

BANK OF CHINA BUILDING, HONGKONG.

THE MOTOR BUS OF THE FUTURE.

LATEST TYPE BUILT FOR COMPORT AND ROAD SAVING.





Awaiting the ultimate in motor bus and motor truck design, engineers are trying to develop a practical sort of six-wheel and eight-wheel vehicle.

The most advanced step in this direction was described recently to members of the Society of Automotive Engineers by A. F. Masury, vice president and chief engineer of the International Motor Company of New York.

It is still of the six-wheel type, although the eight-wheel bus has already seen actual service. The latter, however, is still in its experimental stage.

Six-wheel busses and trucks aren't new. They were first tried out as long ago as 1909. But they haven't gained as much attention as they have to-day.

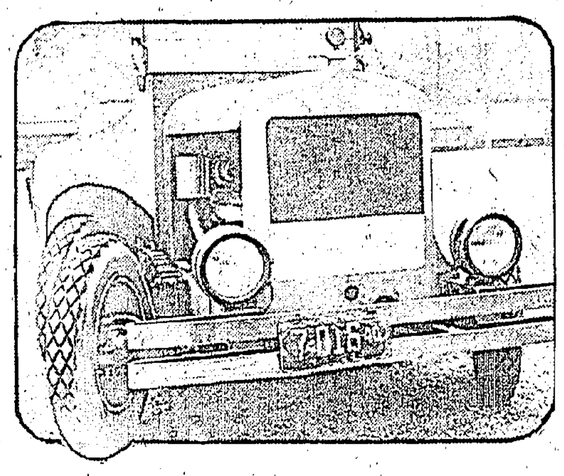
The reason is the urgent demand of traffic for some solution to its increasing congestion. One, offered by the big bus and truck manufacturers, is the six-wheeler, the eight-wheeler and ultimately perhaps the larger caterpillar tractor model of a speed equal to the present bus and truck.

Easy for Passengers.

"The principal reason for the increasing popularity of the six-wheel and eight-wheel motor vehicles," says Masury, "is the demand from a critical riding public for riding comfort."

The kind designed by Masury and his engineers is said to afford the greatest comfort and ease in long distance riding than that found in any earlier bus.

Thirty blocks of rubber are used for supports, anchors and spring shackles to help furnish the sensation to riders that ordinary walking gives. The seats are on rubber foundation and are made in one piece so that bodies move with them.



The latest type of six-wheel chassis and a model eight-wheeler. Lower picture shows how the eight-wheeler is steered, with both front sets of wheels acting in union.

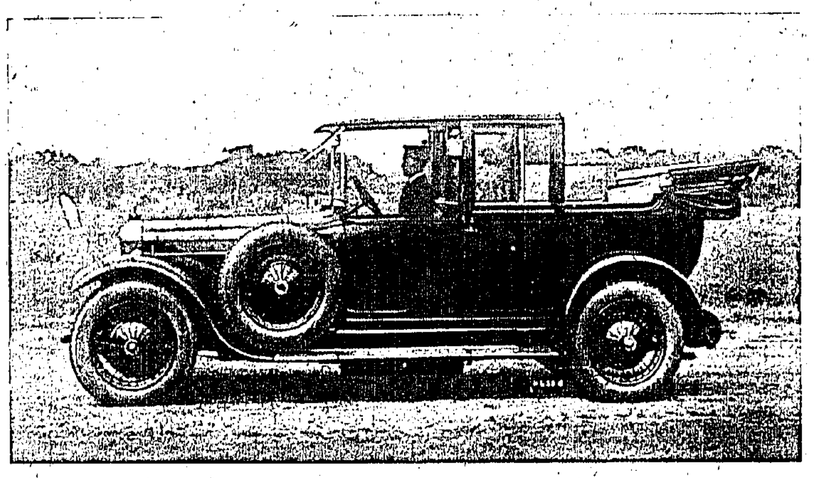
Less Road Wear.

Yet there is another big reason for the six and eight-wheel bus and truck, from the viewpoint of highway and engineers and city planners.

Masury's explanation is that more wheels must be put into service if greater loads are desired, so that axle loads may be kept within reasonable limits and especially that the weight on the roads can be distributed over as great a road area as possible.

The length of the six-wheel bus is 35 feet, from tip to tip. The mean wheelbase is 266 inches. Yet there has been no difficulty in manoeuvering these vehicles through narrow and crowded streets. They steer easily and they are well controlled by means of a compensating or "servo" brake mechanism.

A DAIMLER "THIRTY" FOR THE QUEEN OF SPAIN



The car illustrated is a Daimler "Thirty" Chassis with coachwork by Messrs. Hooper & Co. (Coachbuilders) Ltd.

The Limousine body, specially designed and built by Messrs. Hooper, is painted Royal Blue with gold lines, and the interior is finished with gilt and ivory fittings in exactly the same manner as the one supplied on a 30 H. P. Daimler chassis in 1919.

It may be interesting to note that the car is fitted with Triplex glass throughout.

A NOVEL INSTALLATION.

MINIATURE MARINE MOTOR.

The applications of the motor engine to marine purposes is of comparatively recent date, certainly well within the half century. Its progress, like its sister movement in the air, is somewhat startling, if perhaps less spectacular. Think of the huge oil-driven motor ships of to-day, displacing 10,000 and more tons, on the one hand, and on the other the diminutive motor boats one sees chasing along rivers, about harbours and around the coast, then one begins to realise the enormous advance in this modern science.

A novel application of one of the very latest small petrol motors will be of more than passing interest to users of boats. This is being made in connection with a 30-foot cabin cruiser at Bristol. The engine, an Ailsa Craig "Pup," 4-6 h.p. horizontal opposed twin-cylinder unit, designed and made by the Ailsa Craig Motor Co., Ltd., of Chiswick, London, is being installed as an auxiliary for use in the event of the main engine breaking down. It is estimated that this little motor, which only stands 10 in. above the engine bearers, will, under such circumstances, enable the boat to reach port against any reasonable wind and tide. It is a unique example of so many an engine being used as a stand-by, and is testimony to the strength and reliability of the Ailsa Craig "Pup."

FOUR-WHEEL DRIVING.

POSSIBILITIES OF INCREASED POWER AND BRAKING.

By Albert L. Clough, in *The Scotsman.*

The greater number of 1926 models exhibited at the Motor Show, London, are fitted with four wheel brakes. In 1924 balloon tyres were the new fitment; in 1925 four wheel brakes. What may we look forward to for 1926?

Now that braking with all four wheels has become an accepted practice engineers are beginning to consider the possibility of going still further and applying the driving power through all four wheels, instead of through the rear wheels only.

Four-wheel driving has long been a recognised method of commercial vehicle propulsion. Now it is being argued that if four-wheel driving is a good thing for lorries why should it not be advantageous for passenger cars?

Every motorist has at some time found himself with his car, "stuck" in sand, mud, or snow, and has realised that if his engine power could be positively applied to front as well as rear wheels, his car would in all probability pull through the bad going without difficulty. Now that transportation by car is depended upon in all season by so large a part of the public, it must be made as nearly as possible proof against interruption of even the most adverse road conditions. Four-wheel driving seems the solution.

Skidding Reduced.

With all four wheels driving the front part of the load as well as its rear portion is pulled and not pushed over road irregularities, a saving in power being effected through elimination of the inefficient pushing action of conventional front wheels, which merely support and guide. All wheels roll under their own power. With correct design, there would be no differential action that could cause one wheel to slip and prevent tractive effort being transmitted to the road. A single transmission brake would apply its retarding effect to all four wheels simultaneously, as they are all mechanically connected together.

Skidding tendency would be reduced for the reason that all wheels would be positively rotated. Side-slip occurs with wheels that have stopped turning, not with those that are rolling normally.

Each of the four final drives to the wheels would be under much less severe stress than the two final drives of the conventional car, especially since the entire propulsive force would be reduced by the more advantageous application of power to the road. Tyre-wear of front and rear wheels would be equalised, and its total amount reduced.

Substitution of a live axle for the conventional solid front axle, the provision of an intermediate transmission element between the change-speed gear and the final drive mechanisms and of the driving connections to the front axle comprise the additional parts required. The resulting complication does not appear prohibitive.

Are Bumpers Coming?

Must bumpers come? This question also is being asked as the result of the general installation of four wheel brakes.

The chief objection of motorists in this country to bumpers is that they are ugly. It is also argued that they are an American idea pure and simple. The general trend of thought runs in this way —"Drivers of heavy American cars on crowded American roads may need bumpers. In this country nothing of the kind is needed."

It seems, however, that the time is not far distant when we shall not be able to speak of "crowded roads" as though they were purely an American problem.

A correspondent in an English motoring journal points out that three occasions at least arise when bumpers are invaluable. Those occasions are when the car is left unattended in a garage, when the car in front in a traffic hold-up begins to reverse or slip back, and when the car in front has f.w.b.—a handicap that cannot be ignored by those with brakes on the rear wheels only.

The difference in brake effectiveness in the cars forming a line was always great. Recently it has become greater because of the presence of numbers of cars with four-wheel brakes which can be stopped nearly twice as short as two-wheel brake cars.

BRITAIN LEADS IN CAR VALUE

The New

MORRIS

REGISTERED TRADE MARK

Programme

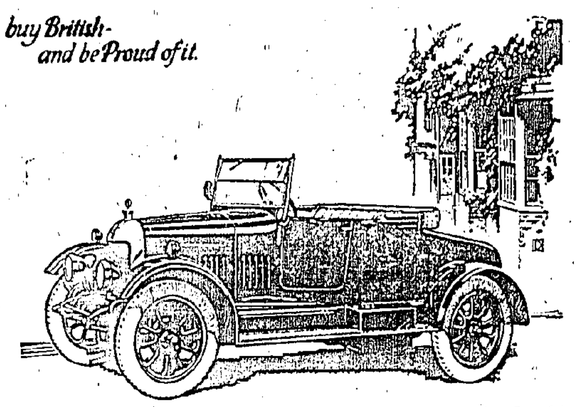
REDUCED PRICES BETTER CARS

FOR the season commencing September 1st, 1925, MORRIS MOTORS, LTD., who make more and better cars than any other British manufacturer, announce the following important improvements in their cars :—

1. The provision of four-wheel brakes on 11.9 h.p. Morris-Cowley models.
2. The fitting of reinforced balloon tyres on all models.
3. The provision of dipping headlamps on Morris-Oxford cars.
4. Thermostatic control of engine cooling on Morris-Oxford models.
5. Important detail improvements, especially in the coach-work of all models.

Additional to these items none of the features that have made Morris Cars so overwhelmingly superior during the past twelve months has been omitted. Instead, still better cars are being offered at still lower prices

buy British- and be Proud of it.



The new Morris-Cowley Two-seater. Finest motoring value in the world. Complete with four-wheel brakes, Lucas 12-volt lighting and starting equipment, balloon tyres, Gabriel Rebound Snubbers, spring gaiters and full equipment, has no competitor in its class at the price at which it is now offered.

Call and see these models either at our showrooms or the showrooms of our Authorised Sub-Dealers mentioned below

THE HONGKONG HOTEL GARAGE
(THE HONGKONG & SHANGHAI HOTELS LTD.)

Show Room—Phone C. 4759 Garage — Phone C. 4602

The fittest survive!

The fittest survive! Neither men nor machines, if they are unfit, can long withstand the crushing strain of an exacting existence.

Buick Valve-in-Head motor cars are built on principles that were established when the motor car industry started, and that these cars survived without change in their fundamentals is convincing proof that they are constructed on basic principles that are correct. In the making of Buicks there has been no yearly shifting from one set of engineering and manufacturing principles to an entirely different set. The Buick Valve-in Head principle was right in the beginning, and it has been right ever since. Each passing year finds this great principle more firmly and securely established in the estimation of the motoring public.

The Valve-in-Head principle is the great reason for the survival of Buick motor cars. If this principle had not been correct, Buick, too, would have found it necessary to jump from one kind of engine to another in a ceaseless effort to find something that would stand the grilling work a motor car is called upon to do.

The Buick has survived every test that more than a million and a quarter users could devise in the most exacting conditions of worldwide service. There could be no better proof that Buick is the fittest among motor cars.

BUICK

VALVE-IN-HEAD MOTOR CARS

Please call or Telephone C. 1036.

HONGKONG & KOWLOON TAXICAB CO., LTD.

33 & 35 Des Vœux Road Central.

"You've Put That Engine In Fine Condition—Thanks!"

WE'RE proud to give efficient service to the car owner because of his cordial appreciation of good work expediciously done.

The modern machinery and equipment we have at our new concrete Main Garage and Service Station (Wong Nei Chung Road. Happy Valley) enables us to take care of a car whether it needs complete overhauling, or rebuilding, or merely some slight adjustment to brakes or carburetor.

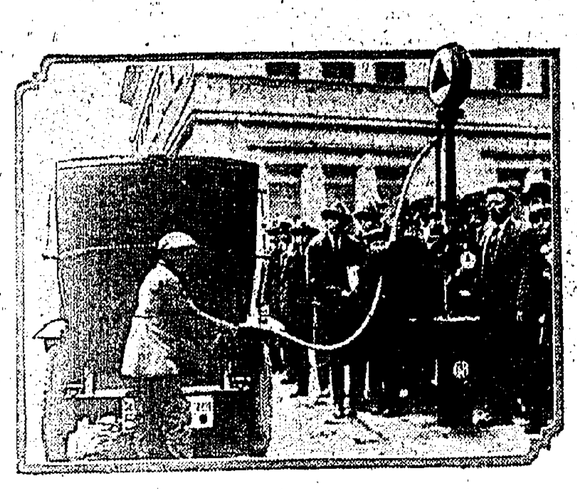
Our methods of doing business and the very reasonable charge we make for high class work has won us high reputation among motorists.

THE DRAGON MOTOR CAR CO., LTD.

Expert and Constant European Supervision.

Telephone Central 1246 or 1247.

BE YOUR OWN GAS SALESMAN.



Rome has been trying out a serve-yourself gasoline system. Especially on Sundays, when gas stations generally are closed, this type of filling station is much in use. All motorists have to do is drop a coin and get the gasoline measured out automatically.

READY FOR SOUTH.

More than 60,000 motorists are expected to travel the roads leading to the sunny south this winter. This is the estimate of travel to the southeastern states alone, made by the American Automobile Association.

TAXES MUCH LOWER.

Collections of auto taxes in the United States from July 1, 1924, to March 1, 1925, amounted to nearly $76,500,000.

A MOTORING MISCONCEPTION.

SKIDS AND SIDE-SLIPS.

By Capt. E. de Normanville in the *Daily Chronicle.*

It is rather unfortunate that in the evolution of motoring matters we have ceased to differentiate between a skid and a side slip. In the olden days a skid was a skid, and a side slip was a side slip. We now refer to all such erratic movements as skids.

In reality, of course, the two are quite distinct. The point is brought to mind by a reader, who asks: "To what extent is a car with four wheel brakes immune from skidding?" Skidding really means the progress of a car along the road at a speed in excess of the road wheel rotation—or with the road wheels locked.

Probably, however, the query is intended for erratic side movement of the car. As there is often misconception as to the effect of wheel brakes in relation to both movements, we will deal with both.

The Effect of Brakes.

In the first place, it should be obvious that when the brakes are not in use they can have no effect on skidding tendencies—whether the number of brakes be two, four, or six. The answer to the query, "To skid or not to skid?" will depend solely on the way the car is driven.

The anti-skidding utility of good four wheel braking systems only comes in when the brakes are being used. But there are two definite ways in which this utility can be brought to bear.

There is the case when, if ordinary two wheel braking were employed, a skid would probably result—but will not with four wheel brakes. And there is the case where, a skid having started, four wheel brakes will arrest it, whereas two wheel braking might not—or might even accentuate it.

Skid Correcting Propensity.

But four wheel braking is not in itself a complete skid correction. It will tend to minimise or even arrest a skid, but for the full correction of the skid it is always desirable to assist by altering the steering control in the usual manner.

In theory, the differential setting of the front wheels (when turned from the straight ahead direction) and the differential action of the two front wheel brakes does actually create a skid correcting propensity.

My correspondent has been surprised because he had a bad skid on a greasy corner with his new four wheel braked car. There is no need for surprise, and it cannot be too strongly emphasised that four wheel brakes—in themselves—do not entitle the driver to take liberties on corners. No braking system can have any effect on skidding when it is not actually in use.

USE THE EMERGENCY.

Keep the emergency brake in good shape by using it more often. If connected with the propellor shaft, as many are to-day, it will cause chattering unless used more often.

CONTRASTING DEVELOPMENT.

SMALL CARS AND "BIG LIGHT."

The automobile industry presents an anomaly in its development.

Alongside the increased production of small cars, and the development of the small car feature in the United States and Europe, is a race among manufacturers of more costly cars for production of better "eights."

With his inauguration of a straight line eight to lead his list of products, a prominent manufacturer proclaims the day when the small car will be in the ascendency, when all of our touring will be done behind tiny engines in tiny bodies.

Now almost half a dozen automobile manufacturers produce eights, some V-type, others straight-line. They argue greater flexibility, more power, greater dependability.

High-Class Sixes.

But side by side with these eights are sixes that compare favorably with them. The Rolls-Royce, for instance, is a six.

The progress of events, however, seems to be working against the development of the eight. Although only 10 per cent of the highways to-day are improved, the motorists of the country are looking forward to the day when practically all roads will be easy to travel, when very little reserve power will be necessary to carry them up steep hills or through rough roads.

Then the small engine will be just as efficient as the larger, and it will be much more economical.

For Economy.

Again, gasoline production in reaching the breaking point, prices are expected to go higher as production decreases and the demand increases. And the effect will be a new demand for engines that will require a minimum amount of fuel for the most that can be gotten out of it.

This is why Europe leans more toward the small car. High fuel prices and high taxes. This, it is expected, will hasten the coming of the small engine and small car in America.

MOTOR TRIPS ABROAD *FIFTH OF SERIES*

THE EIFFEL TOWER

Eiffel Tower is the highest structure in the world.

Shown in outline is the Woolworth Building in New York, 792 feet, 1 inch high.

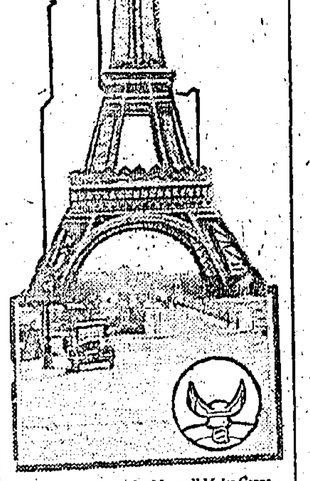


Photo Courtesy Chrysler Maxwell Motor Corpn.

EVERY visitor to Paris sees Eiffel Tower near the Seine and opposite the Trocadero, built by Gustave Eiffel, the engineer, for the Universal Exhibition of 1889. This tower has acquired importance of recent years as a physical observatory, a meteorological station and especially as one of the most powerful wireless stations in the world with a range of 4,500 miles.

The base of the tower rests on four massive piers of masonry, sunk to a depth of 40 feet on the side of the Seine and 29 feet on the other side, and forms a square of 142 yards each way. The first platform, 100 feet above the ground, is over 11 yards square. The second platform is 380 feet high. The third platform 905 feet high, has a glass pavilion of 54 square feet capable of holding 800 people.

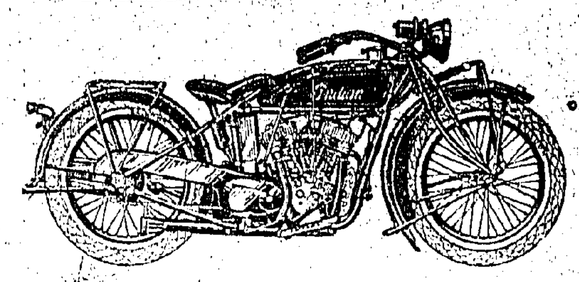
BLIND MAY DRIVE.

There is no clause in any of the Louisville or Kentucky codes prohibiting a blind man from driving an auto. But the police traffic head, who brought up this point, has decided to arrest such drivers on the charge of "breach of the peace."

TWO MORE TRUCK ROADS.

Two more railroads have adopted the motor truck for freight service. They are the Rock Island, for trucking between Chicago and Auburn Park, Ill., and the Michigan Central, for freight service between Toledo, O., and Monroe, Mich.

INDIAN "SCOUT" 1926.



World's most popular twin solo, the favorite everywhere! Peppy—Classy—Speedy—Powerful!

Removable cylinder heads—extra wide handlebars—powerful brakes—adjustable saddle—balloon tyres 25 x 3.85. Stocks on November, 24th 1925.

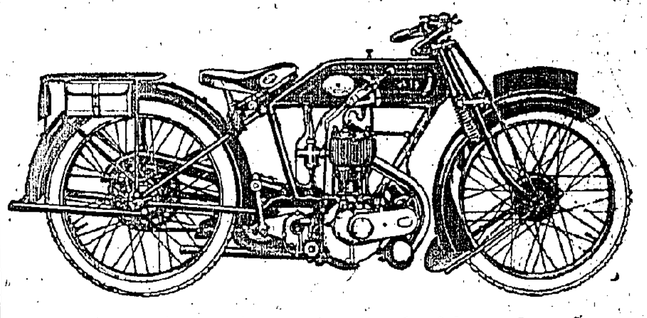
A sportsmodel De Luxe!

H.K. ... ... $600.00.

Alex. Ross & Co., (China) Ltd.

BANK OF CHINA BUILDING, HONGKONG.

A. J. S. "G. 5". 2¾ H. P. 1926 MODEL.



Right from the Start you enjoy healthy, safe and easy travel for a fraction of a cent a mile.

Electric Model... ... ...£65.0.0

(STOCK CARRIED)

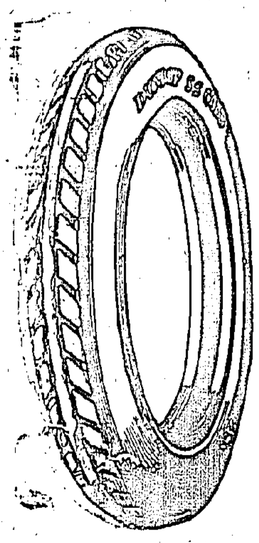
Alex. Ross & Co., (China), Ltd.

BANK OF CHINA BUILDING, HONGKONG.

Why

DUNLOP

CORD TYRES



should be on your car

They are the outcome of the longest experience in tyre building.

They are made from raw materials, the production of which is contr lled from its source.

They are made on the proved best principles, applied in the best way.

They give longer mileage and better service than any tyres in the world.

AND!!—the DUNLOP RUBBER COMPANY maintains its own Branch organisation *on the spot*, to give effect to the Company's universal policy of Service and Efficiency on all Tyre matters.

Dunlop Rubber Co. (China), Ltd.
Hotel Annexe Building. C. 4554.

Hongkong Hotel Garage
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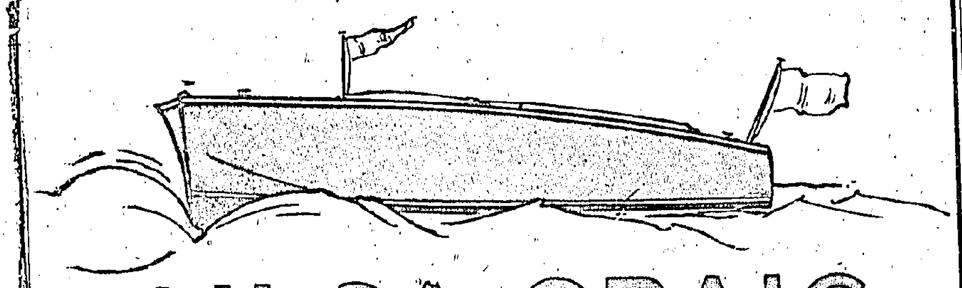
16 KNOTS



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ITALIAN CONVENT.

SIR MATTHEW NATHAN'S VISIT.

The Italian Convent was yesterday honoured by the visit of Sir Matthew Nathan, G.C.M.G., who, accompained by the Governor's Private Secretary, the Very Rev. Fr. Spada and Fr. H. Valtorta, spent practically the whole morning in the precincts of the Convent. He reminded his visits of past years, admired the changes which have taken place since his departure from the Colony, and took great interest in the schools, passing from class to class, where he showed a kind appreciation for the welome songs and recitations given by the little ones. He was also kind enough to entertain the pupils of the highest classes with very intelligent and interesting talks on various topics. Finally he went to see the Chinese department, leaving everywhere a gratifying impression of his extreme kindness.

THE OPERA.

LAST NIGHT'S SUCCESS.

The Italian Grand Opera Company presented "The Barber of Seville" at the Star Theatre last night, and this opera, which has most attractive features as a comedy, proved to be a big draw, for there was a bumper house. The principals—Signor Delry Signorina Landi, Signor Galdai, and Signor Vecchi, in the roles of the Counts Almaviva, Rosina, Bartolo and the Barber, respectively—were highly successful and the fall of the curtain was the signal for warm applause.

To-night, that ever-popular opera "Carmen" is on the boards.

The Company is going to Macao, but present shipping arrangements may enable the season to be further extended on their return, when it is likely that "Faust," "Aida" and Tosca" will be presented at the Theatre Royal, the first performance being on Wednesday.

Trotsky, since his retirement, has written a book. It is not called "Blood I Have Spilt," or "My Screaming Bowery Days," or "From Synagogue to Soviet," or "Lady Executioners I Have Known," or anything intriguing like that, says a writer in the *Sydney Daily Telegraph*, but "Where is England Going?" Mr. Trotsky thinks he knows where she is going—towards Sovietism, but there are a lot of things he does not know. He believes that Mr. Ramsay MacDonld made Mr. J. R. Clynes, a staunch Labour man, a peer. He thinks that Mr. Winston Churchill is also a peer: that the Earl of Oxford and Asquith is a daily newspaper editor, and that the House of Commons sits in Westminster Abbey.

CHOICE: I.

By the Rev. G. R. Lindsay, M. A.

Man was made a little lower than the angels and God gave to the creatures of His love gifts appropriate to their kind. One of the greatest of these is the power to make choices and this power renders us moral beings. We are free to choose our friends, our recreation, our aims, even our God. The Bible all along assumes that in the realm of religion we are as free to choose as in any other. God does not use coercion in winning men. They must come of their own choosing.

With all the apparent risk of such a method, it is the best. Men abuse the privilege it affords (some seem to act as if privileges were given for that purpose) but God is not one who plays for safety. He is Divine enough and daring enough to take risks. To allow us to choose is, so to speak, God's magnificent venture of faith in men. It is His way of making men. To have made us like machines that could not be bad if we wanted, or had to be good whether we wanted to or not would have been easy enough, no doubt, but as worthless also. Life would lose half its interest if we could not choose. Take friendship for instance. We hate to have someone forced upon us. That very fact would make real friendship impossible. Some teachers of the new psychology almost cancel out the power to choose or so limit it as to make it almost negligible. This study is a comparatively new one and many of the theories are nothing more than profound guesses which will certainly be modified later. But what the new psychology had done for us and very valuable work it is, is to teach us not to boast of our freedom but to use it as a priceless and tender gift. So tender that it is affected by, almost at the mercy of, many influences. Our freedom to choose is freedom within limits, and this truth the scriptures have taught all the ages long. Our choice is greatly influenced by instincts, environment and heredity; memory, like a vast storehouse, conserves all the impressions of the past. Every past action leaves its marks somewhere in our make up and all these together create a moral or immoral urge to choose this or that.

If there is one thing above another that we all need to learn in this freedom-loving age, it is how to use this privilege. Young men and women, take a care how you boast of your freedom! You think your powers of choice are your own and you can do what you will. Well, yes, within limits you are right, but if you do not take other things into account you will find you are a slave instead of a master. Like the man who says he can choose his own enjoyment, and has to be carried home at night and put to bed. Or, like the very young man, who, feeling new freedom, protests of it with such vehemence at home that he becomes the slave of his own temper. Freedom to choose is God's good gift, but if you abuse it, it will turn and rend you.

CHURCH IN JAPAN.

"A CHILD OF EVOLUTION."

Speaking at the Church Congress on "Self-determination in Church Life," Bishop J. S. Motoda, Bishop of Tokyo, described the Church in Japan as not a new creation, but a child of evolution, and just as the human child was not exactly like its father in appearance and manners, so the Church in Japan was not exactly like the Church, here, but there was the same continuity of life and unity of spirit.

The mode of worship was practically the same, save in few minor points. For in Japan they often sang hymns sitting on the floor, resting their bodies on their heels. Their clergy not infrequently wore the hakama, a kind of skirt, with a surplice over it. Except in the marriage service men and women sat apart in Church. Japanese Churchmen were seriously considering the advisability of revising the Prayer Book. They felt that the spirit of prayer in the English version was beatiful and uplifting, but when translated into Japanese it did not convey to the people the same spirit of reverence and piety; it did not appeal to the Japanese mind. There were not yet Japanese Christians who were scholarly enough to write a form of prayer in good Japanese style and at the same time convey the beautiful spirit of the Prayer Book. There were two elements in the psychology of the Japanese people which had to be considered, one being the idea of rites and ceremonies. To be religious the Japanese must have rites and ceremonies. The other factor was the idea of the beautiful.

What he hoped and prayed for more than anything else was the establishment in the heart of Tokyo of a cathedral, not of the Norman or Gothic style, but of Japanese architecture, small, strong, and beautiful; not to be shaken down by earthquake or typhoon, but standing for ever to the glory of God and as the Light of Asia.

WINNERS OF THE SPEY ROYAL CUP.

Above is the winning rink in the lawn bowls competition for the Spey Royal Cup, presented to the Hongkong Lawn Bowls Association by Messrs. Gilbey and Sons, through their local agents, Messrs. A. S. Watson and Co. Left to right:—Mr. A. S. Whibley (skip.), Mr. D. Hazell (No. 1), Mr. A. M. Holland (No. 3) and Mr. R. Duncan (No. 4). Photo by A. Leung Studio, Kowloon.

LOCAL HOCKEY.

LAST-MINUTE GOAL.

A goal scored within a few minutes of the close of the game enabled Hongkong Hockey Club "A" team to defeat the 5/2 Punjabis "A" team, at the Marina ground, Kowloon, last evening. The Club can consider themselves fortunate to have secured the points, as, on the whole, they did not show such good form as did their opponents. Owing to the absence of Pryor they played with ten men throughout, and this seriously handicapped their play.

The Punjabis fielded a clever side. Especially strong was the attack, both of the outside men being fast and sure with the stick. The inside forwards showed clever control of the ball, and the centre-forward was a forceful leader. They were backed up by a competent half-back line, and the backs made few mistakes. Although cohesion was lacking, the Club played strongly, and it is mainly owing to carrying out the old policy that attack is the best defence that they won. They attacked whenever they could, and all the team played with a will.

The opening stages of the game were in favour of the Indians, their forwards sweeping down the field with well controlled attacks. The Club soon found their feet, however, and both goals had some narrow escapes, Eager, especially, bringing off some good saves. The match then resolved itself into a dingdong struggle, and at half-time no score had been made.

In the second half, the Club did a great amount of attacking, although it was not often that they really became dangerous. The Punjabi attack became a little less confident, and their play more scattered. Nearly at the end of the game, when it was getting almost too dark to see, Thomson secured the winning goal for the Club.

WEDNESDAY'S MATCH.

The following will represent the Club against the Submarine at the U.S.R.C. at 5 p.m. sharp on Wednesday, 18th November:—P. W. F. Mills, D. H. Sherman, A. P. T. Farquharson, A. S. Hett, E. J. R. Mitchell (capt.) E. W. L. Martin, H. Owen-Hughes, A. S. Exell, W. Woodward, B. D. Evans and G. P. Lammert.

The famous sweet chestnuts in Deepdene Park are threatened. The danger arises from the construction of a new road between Reigate and Dorking. Earlier in the year a deputation waited on Lieut.-Col. Ashley, the Minister of Transport, to discuss another matter relating to the road, and the chestnuts appear to have been then mentioned. Lately Sir William Lawrence called attention to them in *the Times*. Thereupon the Minister communicated with the Surrey County Council, who at once undertook that nothing should be done to interfere with the chestnuts until further investigation had been made.

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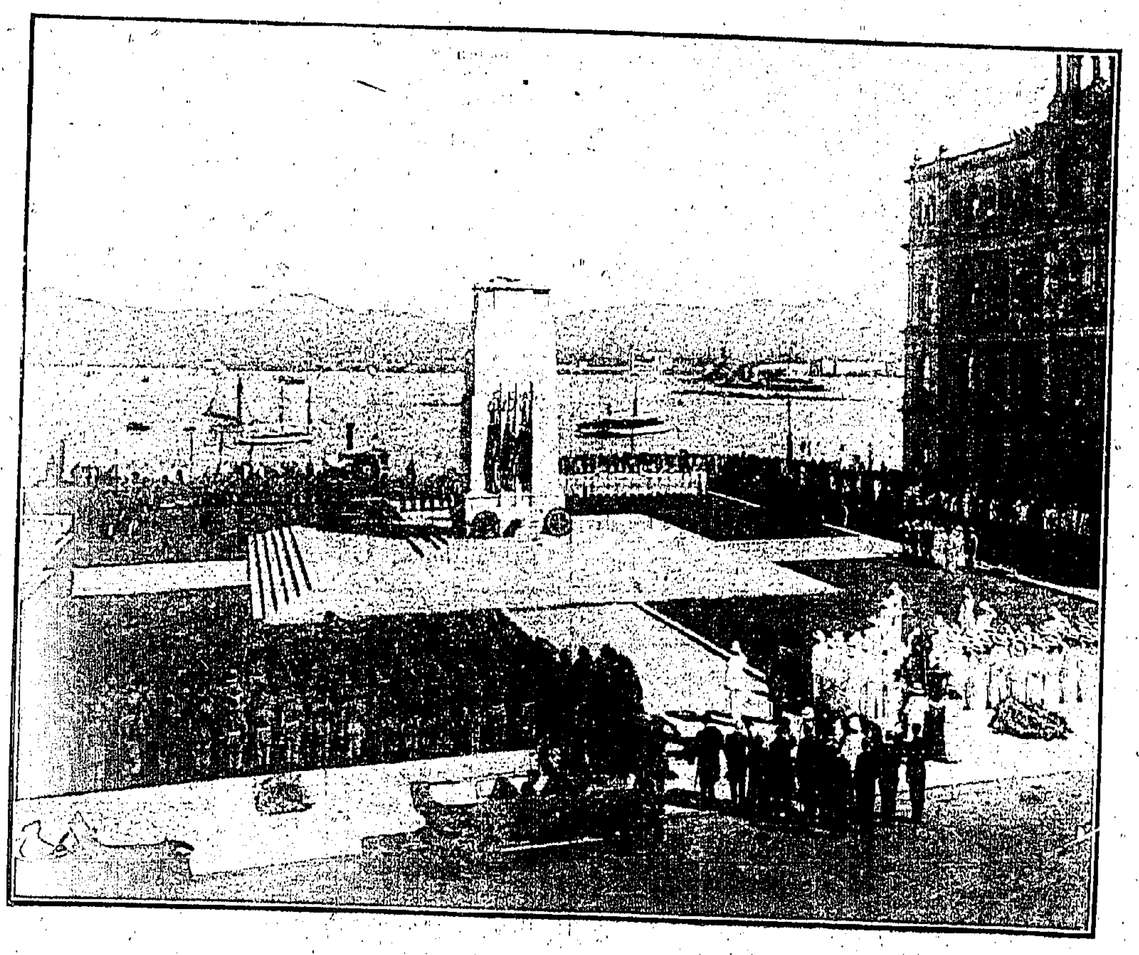
Above pictures show Fathers O'Molia and Rauschenbach of the Maryknoll Mission aboard the U.S.S. Sacramento after their escape from Chinese bandits. Left shows Capt. Saddler greeting the priests; in the centre Father Dietz is shown meeting them on the gangway; whilst at right Capt. Saddler is seen in conversation with the three Fathers.



This picture gives an excellent idea of the impressive ceremony at the Cenotaph on Armistice Day. His Excellency the Governor is seen at the salute on the sounding of the "Last Post." (Photo: A. Fong.)

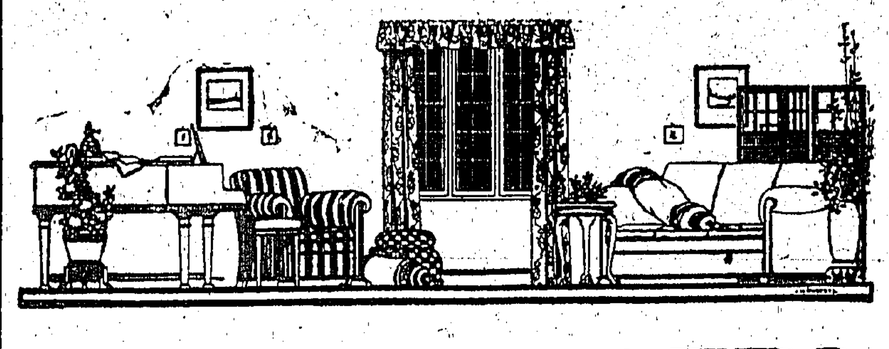
Persian Parrot, after winning the Shaukiwan Stakes, is shown being led in by Miss L. Rocha, Mr. da Roza being the jockey. (Photo: A. Fong).

A happy group of golfers recently photographed at the Shekko Country Club. (Photo: Ming Yuen.)

Miss E. Rocha is here seen leading in Arabian Parrot (Mr. da Roza up), winner of the Six Furlongs Race. (Photo: A. nFog).

Snapped at the University on Wednesday on the occasion of a reception given by members of the University Union. Left to right:—Sir Matthew Nathan, Mr. W. W. Hornell (Vice-Chancellor of the University) and His Excellency the Governor. (Photo: Moo Choung).

His Excellency the Governor leaving the Cenotaph on Armistice Day after placing thereon a wreath on behalf of the community. (Photo: Moo Choung).



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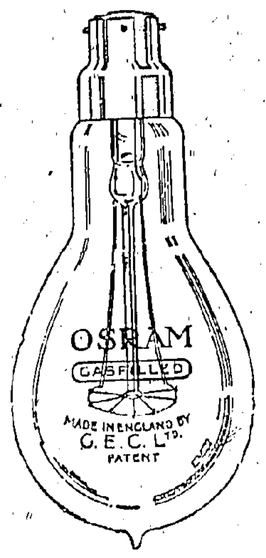

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Observer's Adventures On Bed Of Ocean.

"All round swam fishes—black and gold, red and blue, blue and yellow—brushing against my fingers as they tugged at the delectable morsel that I held."

This is not fantasy, but fact, as graphically described by Mr. William Beebe in recording his experiences with a new diving device for studying undersea life, used by the Arcturus Oceangraphic Expedition, of which he was leader during their cruise in the Pacific around Galapagos.

"In the quiet waters of Darwin Bay, on April 16, 1925," he writes in the Bulletin of the New York Zoological Society, "we used the diving helmet for the first time."

"Instead of the huge, cumbersome suit in which we see divers encased, this outfit consists solely of a copper helmet. In a bathing suit or, if you prefer, in your usual clothes, you step over the stern, hoping that the man at the pump is not absent-minded.

"The denizens of the submarine world seem to have no fear of the phenomenon that descends among them.

"I stood in a lava canyon holding a fragment of crab in my hand, and in two seconds was so surrounded by clouds of fish that I could scarcely see through the glass windows of the helmet.

"A few feet away an enormous herd of Yellow-tailed sturgeon fish browsed over the rocks, all facing one way and moving slowly together like a herd of grazing cattle. Scattered among these were black and white and orange, and purple angel fishes, also pulling at the algae that covered the rough, black rocks.

"Suddenly a large, dark form slid rapidly across my very restricted horizon. It looked alarming.

"Just as it sheered off I saw that it was a big, curious sea lion, shooting past, with folded flippers, so close that it almost brushed my legs.

"The development of work with the diving helmet has opened an entirely new field," adds Mr. Beebe, "I find I can descend from 10 to 30 feet and remain as long as I wish, sitting or walking about, harpooning species of fish which no bait will attract, and making notes on the habits of the vast population."

BOOK THIEVES.

"Borrowing" By It's Correct Name.

Book borrowers are the book lovers' greatest pest! says J. T. Jackson, in an exchange. I have a fine collection of books; it would have been much larger, and far more representative, but for the fact that I number many borrowers among my acquintances.

Normally honest persons are hopelessly immoral when they borrow books. A book lent is a book lost, and a book lent to a friend may mean a book and a friend lost, for no man can forgive another who robs him of a truly invaluable companion.

People really intend to return the books they borrow, but a borrower does not set the true value on books; he does not "trouble" to return them, they are so little value. A man who appraises a book at its true value will buy it.

The masterpieces of the world's literature can be bought for a few pence. They are cheap; that is why many people undervalue them. The wit and wisdom of the world are preserved between the covers of books. Wit and wisdom may be bought cheaply; that explains why the world is cursed with so many fools.

Write your name in every book you possess, give your address in full, and implore the borrower to return, and still you will lose them. Hang insulting notices on your bookcase, but still you will not daunt that hardened criminal, the book borrower.

There is only one method of keeping books. I discovered it after years of experience, and commend it to all who love books. It is the only safe and dependable method; Never lend a book.

WHO DISCOVERED AMERICA?

Norway's Ancient Claim Revived.

No true Norwegian doubts that the first white man to set foot on the soil of America was not Christopher Columbus, but Leif Ericson, the hardy Norseman, whose ship, the sagas relate, was in the ninth century, driven by storms to an unknown contry, on which he and his companions landed and which, it is claimed by Norwegian historians, was somewhere in the region of Massachusetts.

A young Norwegian, Captain Folgero, now intends to emulate the feat of Ericson by sailing from Bergen to America, with three companions, in a proper Viking ship, built on the model of the famous Gokstad Viking ship, which is preserved in an Oslo museum. The ship will be forty feet long and twelve feet broad, and it is proposed to begin the venture-some trip across the Atlantic from Bergen on May 17 next. The course will be to Dover and thence to Cape Finisterre, Madeira, and Cape Hatteras, eight miles from Philadelphia. From the last place Captain Folgero will sail to New York, Boston, and Chicago, and next year he intends to continue through the Panama Canal to San Francisco and Portland, Oregon, were he hopes to be able to sell his ship and return to Norway on a modern steamer, having shown the world that it was quite possible for Leif Ericson to have crossed the Atlantic 500 years before Columbus did.

TOREADOR'S DEATH.

Struck With Bottle.

A Madrid message says the sorrow of bull-fighting fans there has been stirred to its depths by the tragic death of a popular toreador professionally known as Nacional II. Nacional was watching a fight in which his friend's performance displeased the public. Nacional jumped up on his seat and loudly took up the case on behalf of his friend, but someone behind hurled a bottle striking him at the base of his skull. Notwithstanding his serious condition, Nacional was arrested and taken to prison and charged with exciting the populace. After a few hours in a cell, his condition became so serious that he was removed to the hotel where he had been staying. A surgeon was summoned and he performed a trepanning operation, but Nacional died without regaining consciousness.

On the occasion of his funeral, there was a big demonstration of personal admiration, members of all social classes following the hearse. The public have been very much moved by this incident and it has been suggested that the arena should be torn down and workmen's quarters should be built on the site.

CABINET CRITICISED.

Lassitude In Face Of Disorder.

Criticising the Cabinet's apparent lassitude in the face of the prevailing industrial and political situation a leading article in the *Times* of Sept. 24th., declares that it will be surprising if the echoes do not reach the Government of the real anxiety existing among its supporters everywhere.

"That anxiety is entirely guiltless of any desire to replace the present leaders nor does it result from any sudden shock. It is really the impression, for which the ministers themselves are to blame, that the size of the Parliamentary majority has lulled them to a false sense of security, and that while the forces of disruption and disorder are active and unremitting, there has been no strong, combined direction of affairs."

If, as some definite indication of returning to a thoroughly deserved rest, Mr. Baldwin's first action was to establish close touch with his colleagues, it would do much to reassure the public.

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INSIDIOUS EVIL.

Harm Done by Water-Hyacinth.

Few realise how great an evil the water hyacinth has become in the Eastern Bengal districts and Assam, says an Indian exchange. Indeed, just as malaria has been causing ravages among the inhabitants of Western Bengal, the abnormal growth of water-hyacinth has become a menace to health and property in Eastern Bengal. The crops of these districts, especially jute and paddy, are severely effected, particularly in the lowlying areas, the general estimate being that 50 per cent. is damaged. The small water-ways have been practically blocked by the weed and communication is being interfered with, and these difficulties in navigation affected prices in general.

The growth of water-hyacinth has also killed other weeds and plants in the water-ways which have been used as fodder for cattle, with the result that the people have now to fall back on water-hyacinth for fodder. But 95 per cent. of the plant is water and consequently the cattle suffer. The latest information available goes to show that more than 10,000 cattle died last year. It will be news to many also to hear that beds of water-hyacinth are frequented by dangerous snakes.

MYSTERIOUS ORIGIN.

The origin of the plant in Bengal is wrapped in mystery, though a number of theories are now advanced. Its introduction into the Province has been attributed by some to Mr. Morgan, of Narayangunj, who, it is said, brought the plant for its flower. Another theory is that it was a Sylhet tea planter, who was responsible for its coming. But whichever theory is correct, the fact remains that the present situation is an alarming one and demands the serious attention of the Government and the public alike.

It is generally recognised now that whatever means is employed in killing the plant, no tangible results will ensue unless some sort of concerted action is taken. To deal with the position a small committee consisting of representatives of the Government Departments concerned, and of leading voluntary association has been formed to organise an intensive campaign for dealing with the pest. This committee has recommended that all local bodies should be persuaded to take intensive and simultaneous action to enforce the water-hyacinth bye-laws throughout their respective jurisdictions and also by improving and amending the bye-laws.

It has also been suggested that anti-water-hyacinth co-operative societies on the line of anti-malarial societies should be organised. The constitution of an All-Bengal Water-Hyacinth Board is also being contemplated.

It may be noted in passing that the water-hyacinth has established itself all over tropical Asia (including China) and in a large part of Australia.

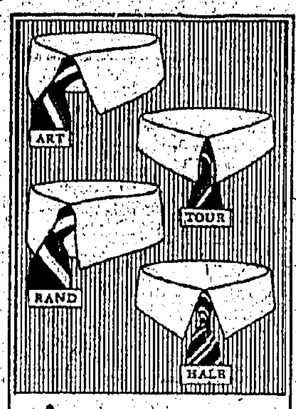
WELSH VALLEY TO DISAPPEAR.

Churches Doomed by Reservoir Scheme.

One of the most beautiful valleys in industrial Wales, the Pontsticill Valley, in the hill north of Merthyr, will shortly disappear for ever under reservoir waters which are destined to supply the needs of some districts of Cardiff, the Rhymney Valley, Pontlottyn, and other densely populated mining centres.

The valley, which contains two century-old churches, about a score of houses and cottages, and half-a-dozen large farms, forms the centre of the huge Taff Fechan reservoir which is now nearing completion. Nestling between two steep hills, with a river running through the length of the valley, the district is an almost perfect natural reservoir. Along the lower end of the valley a huge concrete dam is being constructed, and when this is completed the river water will be trapped and the valley transformed into a three miles long sheet of water.

All the bodies interred in the graveyards of the two old churches have been removed to a burial place in the village of Pontsticill.



ARROW

De Luxe Soft

COLLARS

Made of a durable fabric that will not shrink or wilt, and that can be laundered easily at home

These are made in quarter sizes to insure perfect fit

SOLD *at the* BEST SHOPS

Those who deal with us may be assured of the following advantages

FAIR PRICES
FRESH STOCK
FINE QUALITY
FAITHFUL SERVICES

TABAQUERIA FILIPINA

TOY —SHOP—

No. 1, Duddell Street

Opened daily from 9 to 6.

For

XMAS PRESENTS

go to

D. CHELLARAM,

ROYAL SILK STORE,

36A, Queen's Road, Central, Hongkong.

FLETCHER'S COUGH LINCTUS

An Ideal Remedy for Coughs and Colds. Clears the Bronchial Tubes, Eases the Breathing and relieves that Stopped-Up Feeling, bringing about a speedy and permanent recovery.

Prepared only by

THE PHARMACY

(Fletcher & Co., Ltd.)

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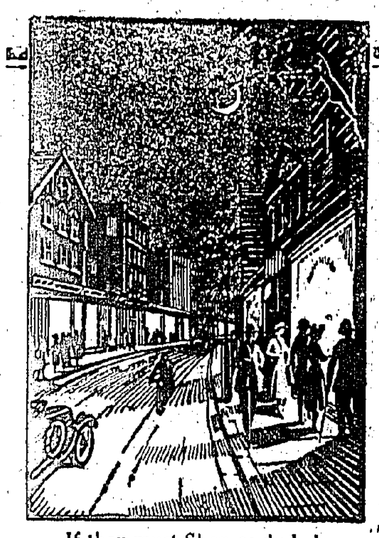


Make your Window Work Overtime

Your window can be your best Advertisement—keep it in action when doors are closed, but streets still thronged with possible buyers.

After dusk a well lighted window will enhance the prestige of your Business, add to the popularity of the thoroughfare and bring to your counter buyers whose selection is already made.

Electric Light can be turned on or off at any hour by a Clock Switch without any trouble to you.

If they must Shop early help them to Choose Late! ELECTRICITY will make the window pay its Rent

Our representitive will be pleased to call and assist you on your lighting problems at your convenience.

THE CHINA LIGHT & POWER CO. (1918), LTD.

Show Road, 62 Nathan Road. Phone K. 677.

Raymond Concrete Piles

THE HONGKONG EXCAVATION, PILE DRIVING & CONSTRUCTION, CO., LTD.

TELEPHONE C. 3749. 2ND FLOOR, TOWELL'S BUILDING.

PEACE TALK.

DELEGATE FROM CANTON.

After many weeks of waiting and watching, it would appear that at long last a genuine endeavour is being made from Canton to end the position produced by the strike and boycott. There arrived in Hongkong on Thursday afternoon a Mr. Lau Tung-ping, from Canton, who produced his credentials as representative of the four chief Merchant Guilds of Canton, holding a commission to enquire the views of the merchants and officials of this Colony in regard to the terms of settlement. He has already paid an official call on the two Chinese members of the Legislative Council, the meeting taking place in the rooms of the Chinese Merchants' Club yesterday afternoon, when, in addition to the Hon. Mr. Chow Shou-son and the Hon. Mr. R. H. Kotewall, there were also present the Chairman and Vice Chairman of the Chinese General Chamber of Commerce, the President of the Twenty-Four Merchants' Guilds, as well as other leading members of the Chinese business community.

The object of the conference was to exchange views on the question of the terms of the settlement; and after having secured the views of the Hongkong merchants, Mr. Lau will return at once to Canton, where he will lay enquiries before the Canton merchants.

BRITISH MERCHANTS APPROACHED.

Mr. Lau later visited the Hon. Mr. P. H. Holyoak, with whom he had an interview in the presence of Mr. A. O. Lang, Mr. Holyoak pointed out that the demands made to a Hongkong Chinese delegation a little while ago concerned only the Chinese. He considered the merchants of Hongkong and Canton should initiate a sincere discussion in order to reach a settlement. Mr. Holyoak referred to the harm which was being caused to merchants and labourers alike by the present trouble, both here and in Canton, and expressed the hope that the long-standing good feeling between British and Chinese merchants at the two centres would be resumed.

Sir James Jamieson, the British Consul General at Canton, is also on a visit to Hongkong, and spoke on the trade conditions of the present time in an address before members of the General Chamber of Commerce yesterday.

CHOLERA OUTBREAK.

Philippines Blame Sewage. Dumping.

The following, from the *Manila Bulletin*, will be of much interest to Hongkong residents:—

Unless a radical change is made in treatment and disposal of waste matter collected through the city sewage system, Manila will never be completely free from epidemic diseases and outbreaks may be certain to take place any time, according to health service officials.

The recent cholera epidemic originated from the waters of Bangkusay cove a little beyond Tondo on the bay, where Manila's main fish supply (bangos) is washed before being taken to the different markets, according to the report of scientists who have been making a study of the epidemology of the disease. Wash basins in the city markets to which the fish immediately upon being removed from Bangkusay are transferred were also found infected with cholera germs, so that they are the agencies in the spread of the recent epidemic.

The waters of Bangkusay cove it is believed, were infected by the waste matter discharged untreated from the city sewage system into the bay.

Director of Health Fajardo in a memorandum to the governor general sets forth the discovery of the epidemologists who made a study of the origin of the present cholera outbreak and urges adoption of measures whereby bay waters and consequently the inhabitants of Manila may no again be infected with any disease which finds lodging in the matter discharged from the city sewage system.

The health service would be contented for the present with the installation of a chlorination equipment at the mouth of the main sewage pipe line.

DOCTOR ON MALARIA.

COST £50,000,000; KILLS 2,000,000.

The direct annual cost of sickness and death attributable to malaria is between £50,000,000 and £60,000,000, according to Dr. Balfour, Director of the London School of Hygiene and Tropical Medicine, who in a speech at the Guild House, Eccleston Square, pointed out that malaria was constantly warring against the Empire, picking off officers attached to the mercantile marine and crippling trade.

He added that the world's annual death roll from malaria was 2,000,000.

EARLY CHINESE POTTERY.

ACQUISITIONS BY BRITISH MUSEUM.

The Trustees of the British Museum have acquired several specimens of early Chinese pottery from the collection of the late Dr. G. P. Crofts, which was sold at Sotheby's in July. The most important of these is a model of an oxcart with two attendants standing beside the ox. It is of red pottery, with greenish brown glaze, and it is believed to have been found in a tomb on the Mong Shan hills near Loyang, in the province of Honan, and to be of the Sui dynasty (A.D. 589-618).

The cart is closed by panels in front and by a long tasselled curtain at the back, and probably represents the vehicle used to convey the bride to the marriage ceremony. The attendant figures are remarkable for their prominent noses and generally un-Chinese features. They seem to represent Central Asiatic types which are not unknown among the tomb figures of the T'ang and earlier periods. A flat base supports the model, which measures 21¼ in. in length by 16½ in. in height.

Another important acquisition is a handsome pear-shaped ewer of white porcelain, with bluish-white "ying ch'ing" glaze. It is one of the finer types of that ware which is now held to have been made at Ju Chou and other towns in Honan in the Sung dynasty (960-1279).

SIAMESE CATS.

Popular in Britain.

The cult of the Siamese cat is growing. For the second championship show of the Siamese Cat Club, held in Kensington, there were 79 entries, and the club membership has increased in three years from 35 to 125. Quite a number of visitors to the show seemed to be looking for nice kittens (which cost about three guineas) among the pretty young exhibits with their white bodies, dark ears, feet, and tail, and blue eyes. Save for their curious sharp cry, resembling the wail of a baby, or the cry of a seal these animals appear as attractive, or perhaps more attractive, than ordinary kittens. A veteran much admired was Riasaka. Born in 1911, Riasaka is the oldest champion, and perhaps the oldest existing Siamese cat. She is the living proof that, in spite of their supposed delicacy, Siamese cats can endure as long as other domestic cats.

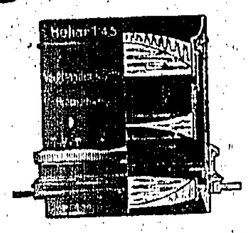
ANCIENT BOAT.

Found In Welsh Lake.

Mr. T. Jenkins, a carpenter, of Llangorse, Breconshire, has recently discovered a boat of ancient design in Llangorse Lake. He had suspected its existence for 20 years. It is 16ft. long, 2ft. wide, and 8in. deep, and is hollowed out of a great oak tree. The boat is in a remarkable state of preservation. The stern comes to a sharp point and the prow ends in a block of solid wood and is finished with a hook.

The absence of rowlocks suggests that the vessel was either paddled or poled. The boat had several unintelligible marks inside and is most probably one used during the time of the Roman occupation of Great Britain. This assumption is supported by the fact that a Roman encampment is known to have existed within ten miles of the lake. Evidence of ancient lake dwellers was discovered some years ago in the form of piles in the lake.

Voigtländer



HELIAR 1:4,5

THE LENS THAT MADE Mr. MATZENE FAMOUS!

SANDER, WIELER & CO

TEL. C. 4411. 1ST FLOOR POWELL'S BUILDING.

"SAFETY FIRST" IN THE AIR.

TIMELY REMINDER FOR PILOTS.

A novel safety aeroplane, fitted with air brakes and device which, in an emergency, automatically snatches the pilot from his seat and lowers him to the ground, has been constructed by Signor Pietro Magni, the Italian aeronautical engineer.

The machine, which has been flown successfully, is really a monoplane, but there are two small auxiliary wings below the main plane. When the pilot is landing in a small space he moves a lever which rotates these wings until they press flat against the air and so rapidly check the machine's motion.

A form of the brake working on a similar principle was fitted to the Sopwith "one-and-a-half strutter" aeroplanes.

The other safety device on the Magni monoplane is extremely ingenious. In an emergency such as a collision in the air, the pilot pulls a handle. His belt is released instantly, and a parachute is ejected automatically from a recess in the fuselage behind him.

The wind, suddenly pressing into the parachute, causes it to whip the airman from his seat, and he is then floated safely to earth.

According to the French technical reports this "safety first" aircraft has a wing span of 26.2ft., a length of 7.2ft., and a height of 7.3ft. The wing loading is 8.4lb. per square foot, and the useful load is 282lb.

MECHANICAL SIXTH SENSE.

Another safety device which it is claimed acts as a mechanical sixth sense to the pilot, was demonstrated at Hendon aerodrome recently.

The apparatus is called the Savage-Bramson "anti-stall" gear. When the aeroplane is approaching its "stalling" speed (i.e., the speed at which it will fall), the "anti-stall" gear jogs the pilot's memory by giving the control stick a forward push. Thus the pilot is warned of the approaching danger and is able to anticipate it.

A representative of Lloyd's has tested the gear in the air, and, as a result, aircraft fitted with the gear are to be given "special consideration in respect of insurance." Pilots from Imperial Airways also have tried the device, and the Air Ministry has placed an order.

The apparatus consists of a floating vane pivoted on a bracket attached to one of the interplane struts. This vane, in effect, measures the angle at which the aeroplane is "attacking" the air. When the angle becomes dangerously great the vane moves and operates a compressed-air apparatus which, in turn, pushes forward the control stick.

At present, after engine failure in an ordinary machine, the pilot's attention may be entirely occupied in looking for an emergency landing ground. He may fail to notice that the machine's speed has fallen dangerously low. The result will be a stall" followed by a sudden earthward plunge of the machine. Many serious accidents have occurred in this way.

WARWICK PRIORY.

EXPLANATION BY THE PURCHASER.

Mr. Alexander W. Weddell, of Richmond, Virginia, U.S.A., who, with Mrs. Weddell, has purchased Warwick Priory, explained in an interview with a London journal the reason for his action.

"There has been a misconception of our ideas and plans," he said. "Before we had even heard of Warwick Priory and before our arrival in England, the old place had begun to be stripped of practically everything—stairs, flooring, panelling, iron-work, guttering, roofing, etc.—and the empty shell was announced for sale at auction in September.

"It was then bought in by a local contractor, who intended to dispose of the stone and brick to builders in the neighbourhood. At this juncture my wife and I made an offer which he accepted, and this material thus became ours.

"It is not our purpose to attempt to reconstruct the Priory in America, but it has seemed to us that the use of the stone and brick from this old place, material with the bloom of centuries upon it, would not be inappropriate for a structure which will become eventually in the nature of a national monument, housing an institution—the Virginian Historical Society—which has for many years been a guardian of historical treasurers in Virginia and whose work has incidentally been a powerful factor in the promotion of a better understanding between the two countries.

"It really seems to me that between the use of this material for a factory in Warwickshire and its use to form the walls of a public institution in Virginia, devoted to the promotion of historical studies, the true Briton could make but one choice."

After more than six centuries a bronze tablet in memory of Archbishop Walter Raynolds, which has been erected in the old parish church of St. Mary's, North Wimbledon, by the generosity of Sir Frederick Green, a parishioner, was dedicated by the Archbishop of Canterbury. Archbishop Raynolds, who was tutor to the first Prince of Wales, afterwards Edward II., was instituted to the benefice of Wimbledon in July, 1298, and was at the same time Canon of St. Paul's. Later he was Bishop of Worcester, Chancellor of England, and Archbishop of Canterbury.

FLAPPER FANNY says

It's better to have loved and lost—when you can write up your love affair for a confession magazine.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE: HONGKONG.

Authorised Capital - - - $50,000,000
Issued and Fully Paid-up - $20,000,000
Reserve Fund - -
Sterling - - - - £ 4,500,000
Silver - - - - - $28,500,000
Reserve Liability of Proprietors $20,000,000

COURT OF DIRECTORS:
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W.H. Bell, Esq. W. L. Pattenden, Esq
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Chief Manager
A. H. Barlow, Esq.
Manager: Shanghai—G. H. Stitt, Esq.

LONDON BANKERS:
WESTMINSTER BANK LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 21st. Feb., 1924.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is calculated on the lowest balance during each completed Calendar Month at 3½ per cent per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATES.

For the Hongkong and Shanghai Banking Corporation.

A. H. BARLOW,
Chief Manager.

Hongkong, 7th. January 1925.

THE BANK OF CANTON LTD.
Head Office Hongkong.

Authorised Capital.....£1,200,000
Paid Up Capital.....£1,031,875
Silver Reserve Fund.....$ 700,000

Foreign Exchange & General Banking business transacted.

Interest allowed on
CURRENT ACCOUNTS
2% per annum on daily credit balances of over $100.00:
SAVINGS
4% per annum
DEPOSITS
for 12 months 5% per annum
" 6 " 4% "
" 3 " 3% "
on Demand 2% per annum

BRANCHES:—Canton, Swatow, Shanghai, Hankow, Bangkok, New York and San Francisco.
LONDON BANKERS:—The Lloyds Bank Ltd.

LOOK POONG SHAN,
Chief Manager.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital.....$60,000,000.00
Paid-up Capital.....$16,278,600.00
Reserve Funds.....$ 9,679,425.24

HEAD OFFICE: PEKING.
HONGKONG BRANCHES:
4, Queen's Road Central.

Branches and Sub-branches all over China and correspondents in Europe, America and other parts of the World.
LONDON BANKERS:—The National Provincial and Union Bank of England Ltd.
The Guaranty Trust Company of New York.
NEW YORK BRANCHES:—The Irving National Banks. The Equitable Trust Company of New York.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.

PEI,
Manager.

INTERNATIONAL BANKING CORPORATION.

(Owned by the National City Bank of New York).

Capital & Surplus .....U.S. $10,000,000

HEAD OFFICE:
60, Wall Street, New York.
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36 Bishopsgate, E.C.
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Barahona	Osaka
Barcelona	Panama
Batavia	Peking
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Canton	San Francisco, Cal.
Cebu	San Francisco de Macoris
Colon	San Pedro de Macoris
Dairen	Sanchez
Hankow	Santiago de los Caballeros
Harbin	Santo Domingo
Hongkong	Shanghai
Kobe	Singapore
La Vega	Tientsin
Madrid	Tokio
Manila	Yokohama

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.
We are also able to offer our Customers the services of Branches of the National City Bank of New York in the principal countries of South America and in the West Indies.

G. HOGG,
Manager.

9 Queen's Road Central, Hongkong.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

(Incorporated by Royal Charter 1853.)

Paid-up Capital.....£3,000,000
Reserve Fund.....£4,000,000
Reserve Liability of Proprietors £3,000,000
Foreign Exchange and General Banking business transacted.
Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

BANQUE DE L'INDO-CHINE
(BRANCH BANK.)

HEAD OFFICE:
96, Boulevard Haussmann, Paris.

Capital .....Frs. 72,000,000.00
Paid-up Capital .....Frs 68,400,000.00
Reserves .....Frs. 59,667,283.54

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Battambang	Mengtse	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Phom-Penh	Vladivostock
Hanoi	Pondicherry	Yunnanfu

BANKERS:
In FRANCE:—Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bay; Credit Industrial et Commercial; Societe General.
In LONDON:—The National Provincial and Union Bank of England, Ltd; Comptoir National d'Escompte de Paris, Credit Lyonnais.
In NEW YORK:—J. P. Morgan & Co.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.

A. LECOT,
Manager.

THE BANK OF EAST ASIA LIMITED.

HEAD OFFICE—HONGKONG.

Authorised Capital - - $10,000,000
Paid-up Capital - - - 5,000,000
Reserve Fund- - - - 1,000,000

DIRECTORS

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Fung Ping Shan	Mok Ching Kong
Li Koon Chun	Wong Yan Tong
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Chief Manager.

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Established 1824
Hongkong Branch established 1906.

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Paid-up Capital Guilders ..... 80,000,000 (£ 6,666,670)
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Special Reserves Guilders ..... 22,660,000 (£ 1,888,330)

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(Incorporated in England 1920)
With which is affiliated
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Authorised Capital.....£5,000,000
Subscribed and Paid-up £2,594,160
Reserve Fund.....£ 160,000

HEAD OFFICE:
122, Leadenhall London E.C.
WEST LONDON BRANCH:
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EASTERN BRANCHES:
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The Corporation undertake General Banking and Exchange Business of every description and is addition to its Branches has Agencies in all the principal cities of the world.

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Manager.

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ORIENTAL COMMERCIAL BANK, LTD.

HEAD OFFICE:
50 Des Voeux Road Central, Hongkong.

BRANCHES—BANGKOK—SHANGHAI.
Correspondents:—London: Westminster Bank, Ltd; New York: National City Bank; San Francisco: Union Trust Co. of San Francisco; Canton Bank.
Authorised Capital $5 000 000
Paid Up Capital.....$1 500,000
Modern banking in all its branches
Current accounts savings accounts and fixed deposits solicited. Loans granted on approved security.
Overseas banking a speciality.
INTEREST.—Current accounts 2 per cent savings 4 per cent, Fixed Deposits, 3 months 4 per cent, 6 months 4½ per cent, one year 6 per cent,
Safe Deposits, Boxes for Rent.
Our Vaults safeguarded by time clocks and double combinations.
Armour plate steel doors.

J. Y. LUM,
Manager.

THE HO HONG BANK, LTD.
(Established 1917.)

CAPITAL:

Authorised Capital	$20,000,000
Issued	8,000,000
Paid-up	4,000,000
Reserve liabilities of Shareholders	4,000,000
Surplus	825,000

HEAD OFFICE:—SINGAPORE.
Branches, Agencies and Correspondents in the principal cities of the world.
Every description of Banking and Exchange business transacted.

H. L. HUANG
Manager.

THE YOKOHAMA SPECIE BANK LTD.

Established 1830.

Capital (fully paid up) .....Y. 100,000,000
Reserve fund ..... Y. 83,500,000

HEADOFFICE:—YOKOHAMA.
Branches and Agencies at

Batavia	Kobe	Semarang
Bombay	London	Soerabaya
Buenos Ayres	Lyons	Rangoon
Calcutta	Los Angeles	San Francisco
Canton	Manila	Seattle
Changchun	Nagasaki	Shanghai
Dairen (Dairy)	Nagoya	Singapore
Fengtien	Newchwang	Shimonoseki
Mukden	Osaya	Sydney
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Harbin	Karachi	Tsingtau
Kai Yuen	Saigon.	Vladivostock

Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.

Mr. C. ARIMA,
Manager.

Hongkong, March 11th 1925.

T. NAKAO
Japanese Shoe Expert.
TORTOISE SHELL BOXES and CASES A SPECIALITY
Astor House Hotel Building, Queen's Road Central.

FOR ATTENTION OF MASTERS OF NORTH-BOUND STEAMERS.

AS, during the North-East Monsoon there is always a possiblity of North-bound steamers running short OF BUNKER COAL, this is to inform you that TAIT & CO., AMOY, (a well-protected port with good anchorage) have stocks of GOOD JAPANESE BUNKER COAL AT REASONABLE PRICES.

Wireless messages via Hongkong or Formosa are re-transmitted by the Great Northern Telegraph Co. and a wire to "TAIT" or "COALBUNKER" AMOY, will receive their prompt attention.

Code, Bentley's Complete Phrase Condensed.

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QUICKEST TIME ACROSS THE PACIFIC
18 Days from Hongkong to Vancouver
LARGEST, FASTEST & MOST LUXURIOUS STEAMSHIPS.

Next SAILING for
PACIFIC COAST

S. S. EMPRESS OF AUSTRALIA

will sail for
VICTORIA and VANCOUVER
Via Shanghai, Kobe and Yokohama
DAYLIGHT, FRIDAY, NOVEMBER 27th.

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First Class	Second Class	Third Class
G$375.00	G$210.00	G$125.00

(Payable in Hongkong Dollars at current rate of exchange on date of purchase of ticket.)

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila		Leave Manila	Arrive Hongkong
Dec. 3	Dec. 5	E/ASIA	Dec. 6	Dec. 8
Dec. 18	Dec. 20	E/CANADA	Dec. 21	Dec. 23
Jan. 1	Jan. 5	E/RUSSIA	Jan. 4	Jan. 9

Passenger Department: Tel. C. 752. Cables: "GACANPAC."
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via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU
Connection at San Francisco with Southern Pacific, Santa Fe & Western Pacific Railroads.

SHINYO MARU	From Hongkong...	November 17th.
‡TAIYO MARU	" "	December 27th.
TENYO MARU	" "	January 11th.

REDUCED FARE TO EUROPE.
First Class £120 Cabin Class on Atlantic £112 Second Class £80

CABIN CLASS STEAMERS

(See our announcement on page 4 this paper.)

‡SIBERIA MARU	From Hongkong...	November 20th.
‡KOREA MARU	" "	January 24th.
‡SIBERIA MARU	" "	February 20th.
‡KOREA MARU	" "	April 6th.

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Honolulu G$215, San Francisco G$290, Europe £105, £97, £95.
‡ Proceeds up River and berth alongside Mantetsu wharf at Shanghai.
Proceed from San Francisco to Los Angeles with cargo only.

SOUTH AMERICAN LINE

The only Direct service between Orient and South America via Japan, Hawaii, San Francisco, Los Angeles, Mexico, Panama, Peru & Chile.

BOKUYO MARU	From Hongkong...	December 12th.
RAKUYO MARU	" "	January 20th.

Agent at Canton, Messrs. T. E. GRIFFITH, Ltd.

Y. TSUTSUMI, Manager.
King's Building.
Tel. C. 2374 & 2375

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"TRANS-PACIFIC EXPRESS SERVICE."

SEATTLE & VICTORIA
SHANGHAI—KOBE—YOKOHAMA.

S.S. "PRESIDENT GRANT" .....November 17th, 5.00 p.m.
S.S. "PRESIDENT MADISON" ...November 29th, 5.00 p.m.
S.S. "PRESIDENT JACKSON" ...December 11th, 5.00 p.m.

EUROPE
See Seattle-Chicago-New York
£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through accommodation and Booking Arranged.

FOR MANILA

S.S. "PRESIDENT MADISON" ...November 21st, 5.00 p.m.
S.S. "PRESIDENT JACKSON" ...December 3rd, 5.00 p.m.
S.S. "PRESIDENT McKINLEY"...December 15th, 5.00 p.m.

THE FINEST SERVICE ACROSS THE NORTH PACIFIC

Through Bills or Lading to all United States and Canadian Overland points, also via Panama Canal Lines to Atlantic Ports.
Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.
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Managing Operators for
UNITED STATES SHIPPING BOARD.
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To Manila, the Straits, Colombo, Egypt, the Mediterranean, and Boston, New York.

To America across the Pacific via Honolulu.

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STOPOVERS ALLOWED AT ANY PORT OF CALL

Eastbound: Shanghai, Kobe, Yokohama, Honolulu.
Westbound: Manila, Singapore, Penang, Colombo, Suez, Port Said, Alexandria, Naples, Genoa, Marseilles, New York—and ten other ports round-the-world

NEXT SAILINGS

EASTBOUND	WESTBOUND
PRES. CLEVELAND Nov. 21, 5.00 p.m.	PRESIDENT MONROE Nov. 24, 8.00 a.m.
PRESIDENT PIERCE Dec. 5, 5.00 p.m.	PRESIDENT PIERCE Nov. 27, 3.00 p.m.

ACROSS THE PACIFIC TO SAN FRANCISCO

FOR PASSENGER OR FREIGHT RATES, APPLY TO

DOLLAR STEAMSHIP LINE

Kobe and Shanghai Bank Building, Ground Floor, No. 4 Des Voeux Road, HONG KONG
Telephone: Central 2477, 2478 and 795

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjilatjap	N. China	13th Nov.	15th Nov.	M'sar & S'baia
Tjisalak	Batavia	15th Nov.	17th Nov.	Amoy & S'hai
Tjileboet	Japan	19th Nov.	21st Nov.	Batavia
Tjikini	Java	20th Nov.	22nd Nov.	S tow & S'baia
Tjiliwong	Java	27th Nov.	29th Nov.	Amoy & S'hai
Tjikembang	Batavia	29th Nov.	1st Dec.	Shanghai
Tjisalak	Shanghai	1st Dec.	3rd Dec.	Batavia
Tjikini	Shanghai	10th Dec.	12th Dec.	M'sar. & S'baia

†Via Macassar
*Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the
Java-China-Japan Lijn.

HOLLAND EAST ASIA LINE

OF THE
United Netherlands Navigation Company.

Regular four-weekly service between Japan, Vladivostock, China, Hongkong, Manila, Singapore
AND
Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Arrivals From Europe.

S.S. WESTERDYK	17th Nov.
S.S. OLDEKERK	15th Dec.

Sailings for Genoa, Marseilles, R'dam, A'dam, Hamburg & Bremen.

S.S. OOSTKERK	3rd Nov.
S.S. OUDERKERK	30th Nov.
S.S. WESTERDYK	28th Dec.

All steamers have a limited accommodation for passengers.
For Freight, Passage and further particulars please apply to
JAVA-CHINA-JAPAN LIJN,
Tel. Central No. 1574. Agents. York Building

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

"SARPEDON"	18th Nov.	Marseilles, London, R'dam & Glasgow.
"TROILUS"	1st Dec.	Marseilles, London R'dam & H'burg.
"PATROCLUS"	15th Dec.	Marseilles, London, R'dam & Glasgow.
"MERIONES"	29th Dec.	Marseilles, London, R'dam & H'burg.

LIVERPOOL SERVICE

"DIOMED"	16th Nov.	Genoa, Mar'les, Havre, L'pool & Glasgow
"MENELAUS"	1st Dec.	Genoa, Mar'les, Havre, L'pool & Glasgow
"TITAN"	29th Dec.	Genoa, Mar'les, Havre, L'pool & Glasgow

PACIFIC SERVICE.
via KOBE & YOKOHAMA.

"TYNDAREUS"	21st Nov.	Victoria, Vancouver & Seattle.
"ACHILLES"	19th Dec.	Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"PYRRHUS"	19th Nov.	Boston, New York & B'more via Suez
"KEEMUN"	7th Dec.	Boston, New York & B'more via Suez

PASSENGER SERVICE.

"SARPEDON"	18th Nov.	Singapore, Marseilles & London.
"PATROCLUS"	16th Dec.	Singapore, Marseilles & London.
"ANTENOR"	13th Jan.	Singapore, Marseilles & London.
"HECTOR"	3rd Mar	Singapore, Marseilles & London.
"SARPEDON"	7th April.	Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:—

Butterfield & Swire.
Agents.

POST OFFICE NOTICE.

XMAS LETTER MAIL FOR THE UNITED KINGDOM.

Xmas Letter Mail for the United Kingdom will be closed in the G.P.O. at 9.30 a.m. the 21st November.
This mail is due in London on 22nd December.

Postage stamps should be affixed in the right-hand top corner of the address side of all postal articles.

The Radio Service has reverted to normal hours of working. Messages may be handed in at any hour of the day or night during General Post Office hours at Radio Counter, Main Hall, at all other times messages should be taken through the corner entrance at Pedder Street and Des Voeux Road to the Radio Office on the 3rd floor of the building. These doors will be closed after 10 p.m. but admittance may be obtained by ringing the night-bell.

Radio Traffic with Canton is suspended until further notice.
Interport Radio Telegrams are subject to delay.
Messages in Code must have name of Code used included in text.

INWARD MAILS.

From	Per	Due
Shanghai	Chenan	November 14.
Straits	Kashmir	November 15.
Shanghai	Sunning	November 15.
Straits	Tilawa	November 16.
Manila	Pres. Grant	November 16.
Straits	Kamo Maru	November 16
Japan	Mishima Maru	November 17.
Australia and Manila	Tango Maru	November 18.
Japan	Hakusan Maru	November 20.
Manila	Pres. Cleveland	November 20.
Canada, U.S.A., Japan and Shanghai	Empress of Australia	November 20.
U.S.A., Canada, Japan and Shanghai	Pres. Madison	November 21.
Japan	Hakusan Maru	November 20.
U.S.A., Honolulu, Japan and S'hai	Pres. Pierce	November 26.
Australia and Manila	Changte	November 27.
Manila	Pres. Madison	November 28.

*Correspondence bearing vessel's name only.

GOVERNMENT HOUSE.

FAREWELL DINNER.

On Thursday evening, His Excellency the Governor and Mrs. Clementi gave a farewell dinner to the Hon. Sir Claud Severn and His Honour Mr. Justice Gompertz and Mrs. Gompertz, who are shortly leaving the Colony.

The following guests were present.—Sir Matthew Nathan G.C.M.G., Commodore and Mrs. Stirling, Miss Stirling, the Hon. Col. Russell Brown and Mrs. Russell Brown, Sir James Jamieson, the Hon. Sir Henry and Lady Pollock, the Hon. Mr. and Mrs. Creasy, the Hon. Mr. and Mrs. Holyoak, His Hon. Mr. Justice Wood and Mrs. Wood, Mr. W. W. Hornell, the Hon. Mr. and Mrs. Chow Shou-son, the Hon. Mr. and Mrs. Bird, the Hon. Mr. and Mrs. Kotewall, Mr. and Mrs. Dyer, Major and Mrs. Macready, Miss Frazer, Mr. G. M. Young, Mr. Helbourne, Paymr. Lieut. Churcher, Captain Johnston.

PASSENGERS.

DEPARTED.

Per s.s. Moren for Japan via ports, Nov. 13.—Mr. and Mrs. B. Watson, Mr. Waddell, Mr. and Mrs. F. S. Heys, Mrs. A. J. Morrison and three children, Mr. and Mrs. D. Turnbull, Mr. and Mrs. Dixon, Mr. M. Thorpe, Mrs. M. R. Body, Mr. and Mrs. D. Christie, Mrs. A. E. Collins, Mr. L. Forster, Mrs. Lorden and child, Mr. and Miss Grierson, Mr. and Mrs. M. Hendry, Mr. R. Benson, Mrs. and Miss Benson, Mrs. A. H. Wood and child, Miss Wood, Mr. L. Young, Mr. V. Young, Mrs. E. E. Boyd and two children, Mr. and Mrs. Charnock, Dr. Goodwin, Mr. F. O. Acey, Mr. and Mrs. W. Balden and child, Mrs. A. Mackay, Mr. L. E. Canning, Miss F. Bridges, Mr. C. R. Buhrer, Miss M. M. Winter, Mr. and Mrs. R. N. Chappell and child, Mrs. T. A. Williams, Mrs. C. O. de Essen, Mrs. Roe and child, Mr. and Mrs. Roberts and child, Mr. and Mrs. C. Appelbloom, Mrs. J. Matthews, Mr. and Mrs. S. K. Wong, Mr. C. Sobrey, Mr. W. Kerr, Mr. A. V. Pinson, Miss E. M. Deacon, Hon Mrs. W. Abel Smith, Miss Abel Smith, Miss McNeile, Mr. and Mrs. A. A. Brady, Mr. G. M. Heaphy, Mr. Housdon, Mr. C. Reach, Mr. A. P. Cranston, Mr. and Mrs. A. Antell, Mrs. G. H. Davis, Mr. and Mrs. R. T. Willis, Miss M. E. Ludgate, Miss Wright, Mr. C. J. Davidson, Mrs. J. V. Gregory, Mr. E. M. Harloe, Mr. G. Sabelstrom, Mr. M. Parker, and child, Miss R. Lange, Mr. and Mrs. Evamy, Mr. W. Harper, Mr. A. H. Lay, Mr. and Mrs. A. Irvine, Mr. and Mrs. P. N. Kert, Mrs. Kent, Mr. and Mrs. W. S. MacGregor and child, Mr. J. W. Mackay, Mr. E. Bird, Miss M. Johnstone, Mr. and Mrs. R. M. Bourne, Miss Smith, Mr. and Mrs. A. S. Withers, Mr. and Mrs. Dowie, Miss T. Levanova, Miss M. Thomas, Mr. and Mrs. B. Taylor and Inft., Mr. T. Harrison, Miss G. M. McNaughton, Bishop and Mrs. Molony, Mrs. Rutherford.

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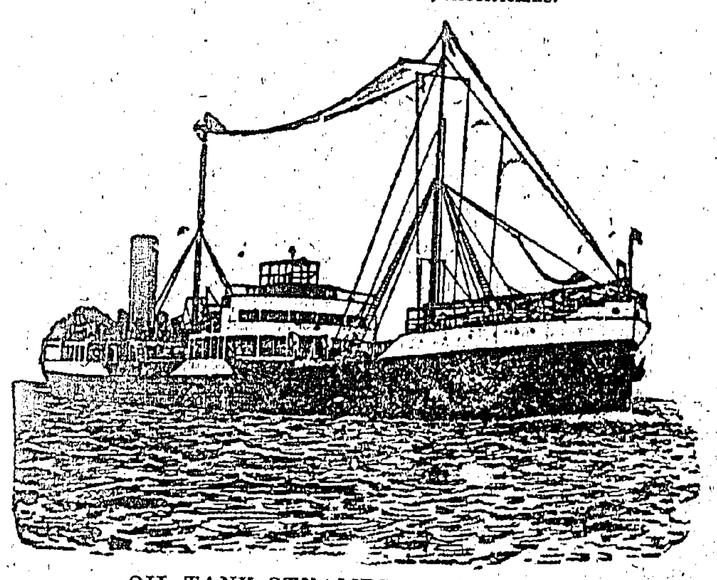

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REGULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
KALYAN	9,118	28 Nov. noon	M'lles, L'don, Hull & A'werp
KASHMIR	8985	10th Dec.	S'pore, P'ang, C'bo & B'bay
MOREA	10,941	12th Dec.	Marseilles & London
KASHGAR	9,105	26th Dec.	M'lles, London & Antwerp
MACEDONIA	1,108	9th Jan.	Marseilles & London
KHYBER	9,114	23 d Jan.	M'lles, London & Antwerp
DELTA	8,097	4th Feb.	S'pore, P'ang, C'bo & B'bay
MALWA	10,941	6th Feb.	Marseills & London
KARMALA	9,128	20th Feb	M'lles, London & Antwerp
MANTUA	10,902	6th March	Marseilles & London
KASHAIR	8,985	13th March	M'lles, London & Antwerp
KHIVA	9,135	20th March	M'lles, L'don & Antwerp
MOREA	10,918	3rd April	Marseilles & London
DEVANHA	8 155	17th April	M'lles, L'don & Antwerp
KALYAN	9 144	21st April	M'lles, L'don & Antwerp

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyraeus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

SANTHIA	8,500	24th Nov.	S'pore, Penang & Calcutta
TILAWA	10,000	11th Dec.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

*TANDA	6,958	2nd Dec.	Manila, Sandakan, Thurs. Island, Townsville, B'bane. S'ney and Melbourne
ARAFURA	6,000	6th Jan.	
ST. ALBANS	4,500	3rd Feb.	

*Calls at Kolambugan.

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom viz New Zealand, Vancouver San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KASHMIR	8,985	15 Nov. 4 p.m.	Shanghai, Moji & Kobe
TILAWA	10,000	18th Nov.	S'hai, Moji, Kobe & Osaka
TALAMBA	8,500	23rd Nov.	Shanghai Moji & Kobe.
KASAGAR	9,005	28th Nov.	S hai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2½ ft. x 2ft x 1ft. will be received at the Co's Office up to noon on the day previous to sailing
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JOINT SERVICE OF STEAMERS.

U. K., STRAITS CHINA & JAPAN Service.

OUTWARDS. Vessel.	Due Hongkong.	HOMEWARDS. Vessel.	Leaves Hongkong.
GLENBUG	13th Nov. noon.	CARMARTHENSHIRE	28th Nov.
GLENTARA	1st Dec	L'don, R'dam & H'burg via Oran.	
CARNARVONSHIRE	10th Dec.	GLENBEG	24th December
GLENSHIEL	24th Dec.	London, Rotterdam & H'burg.	
PEMBROKESHIRE	7th Jan.		
GLENIFFER	21st Jan.		
GLENOGLE	4th Feb.		

Movements are subject to change without notice.
For freight or further particular please apply to:—

JARDINE MATHESON & CO., LTD.
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Joint Service of the
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AND
AMERICAN & MANCHURIAN LINE
(Ellerman & Bucknall S.S. Co., Ltd.)
Sailings from Hongkong.

S.S. "PYRRHUS"	.. via Suez Canal	.. 19th	Nov.
S.S. "CITY OF EVANSVILLE"	Suez Canal	...28th	Nov.
S.S. "KREMUN"... ..	via Suez Canal	... 7th	Dec.
S.S. "CITY OF DURBAN"	via Suez Canal	...19th	Dec.

* Calls at New York first.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.
For Freight and particulars apply to:—
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HONGKONG & CANTON: JARDINE MATHESON & Co. Ltd., CANTON

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VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.
Through passage rates to Europe via America [illegible]

KAGA MARU ... ... Thursday, 19th Nov. at 11 a.m.
IYO MARU ... ... Wednesday, 16th Dec.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports
HAKUSAN MARU... ... ... Saturday, 21st Nov. at 11 a.m.
KITANO MARU ... ... Saturday, 5th Dec.
HARUNA MARU ... ... Saturday, 19th Dec.

HAMBURG via LONDON & ROTTERDAM & Ports
TAJIMA MARU ... ... Tuesday 8th Dec.

LIVERPOOL via ADEN & MARSEILLES, GLESGOW
DELAGOA MARU... ... ... Monday, 7th Dec.

SYDNEY & MELBOURNE via Manila & Ports.
MISHIMA MARU ... ... Wednesday, 18th Nov. at 11 a.m.
TANGO MARU ... ...Wednesday, 23rd Dec.

NEW YORK and/or BOSTON via PANAMA.
TAKAOKA MARU ... ... Thursday, 19th Nov.
RANGOON MARU... ... ...Saturday, 5th Dec.

BUENOS AIRES via Singapore, Durban & Cape Town
KAWACHI MARU ... ... End of Dec.

BOMBAY via Singapore & Colombo.
TOKUSIMA MARU ... ...Saturday, 14th Nov.
PENANG MARU ... ... Tuesday, 24th Nov.
WAKASA MARU ... ... Friday, 27th Nov.

CALCUTTA via Singapore, Penang & Rangoon
CEYLON MARU ... ... Wednesday, 18th Nov.

NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ... ...Thursday, 19th Nov.

SHANGHAI, KOBE & YOKOHAMA.
BENGAL MARU (Moji Direct) ... ...Sunday, 15th Nov.
TOYOOKA MARU ... ...Tuesday, 17th Nov.
KAMO MARU ... ...Tuesday, 17th Nov.
KATORI MARU ... ... Tuesday, 1st Dec.

For further information apply to:— NIPPON YUSEN KAISHA.
Tel. Central Nos. 292, 293 & 2422. S. KINOSHITA, Manager

DODWELL & CO., LTD.

NEW YORK BERTH.
FOR NEW YORK & BOSTON via SUEZ.
S.S. "DACRE CASTLE"... ... ... Sails 16th Nov.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

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OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.
S.S. "FIUME-L" ... ...Sails about 7th Nov.
S.S. "PERSIA" (cargo only)... .. Sails about 7th Nov.
M.S. "VIMINALE"... ... ...Sails about 8th Dec.
S.S. "TRIESTE" (cargo only) ...Sails about 10th Dec.
S.S. "ESQUILINO"... .. ..Sails about 8th Jan.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.
S.S. "FIUME-L" ... ...Sails about 4th Dec.
M.S. "VIMINALE" ... ...Sails about 4th Jan.
S.S. "ESQUILINO" ... ...Sails about 4th Feb.

NATAL LINE OF STEAMERS.

S.S. "UMSINGO" ... ...Sails from Calcutta 30th Dec.
Sails from Colombo 10th Jan.
S.S. "UMVOLOSI" ... ...Sails from Calcutta 31st Jan.
Sails from Colombo 10th Feb.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

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COMPANIA TRANSATLANTICA DE BARCELONA
(Spanish Royal Mail Line)
MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.
LEGAZPI ... ... 15th Dec.
C. LOPEZ Y LOPEZ... .. .. 8th Feb.
YOKOHAMA, KOBE, MOJI & SHANGHAI.
LEGAZPI ... ... 26th Nov.
C. LOPEZ Y LOPEZ ... ... 17th Jan.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewardess and Doctor carried.

For particulars of freight or passage apply.—
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Tel. 1331. Alexandra Buildings, Hongkong.
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HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays excepted).
Sailings from Canton: Daily, at 8 A.M. (Mondays excepted)

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. daily, (Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. add 2 P.M. daily. (Sundays: 4 P.M. only).

SUNDAY EXCURSIONS—On SUNDAY, 15th November, the s.s. "KINSHAN" will leave Hongkong at 9 A.M. from Company's Wing Lok Street Wharf, and leave Macao at 4 P.M.

COAST SHIPPING.

THE BANK LINE, LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF EVANSVILLE" via Suez Canal 28th Nov.
S.S. "CITY OF DURB" " " 19th December.
S.S. "CITY OF LINCOLN" " " 8th December.

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE
Sailing From Hongkong.

M.V. "WEIRBANK" via Suez Canal 1st January.

AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF GLASCOW" 29th November.
For Marseilles, London, Rotterdam & Hamburg.
S.S. "CITY OF BARODA" 14th December.
For Havre, London, Rotterdam & Hamburg.

Fares to London "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA
ORIENTAL AFRICAN LINE

S.S. "SURAT" 16th November.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.
(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or "Malatian" to Java, Freemantle, Adelaide, Melbourne and Sydney, and Vice Versa. Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services

For freight or passage on any of the above lines. apply to:—
THE BANK LINE LTD.
Telephone C. 4791.

AUSTRALIAN-ORIENTAL LINE, Ltd.

S.S. "CHANGTE"

This Vessel will said hence on Friday, 4th December, at Noon
FOR
MANILA, ZAMBOANGA, PORT BANGA, THURSDAY ISLAND AND AUSTRALIAN PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TASMANIAN PORTS.

THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.

(Sailing Subject to Alteration.)

For Freight & Passage, apply to—BUTTERFIELD & SWIRE,
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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cusine.

For Amoy and Foochow
Calling at Amoy for Passenger only
(Occupying 9 to 10 days.)

Steamships	Captain.	Leaving.	
Haiching..	A. H. Stewart...	TUES., 17th inst.	at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.
For Freight and Passage, apply to
Douglas Laprail & Co.,
General Managers

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the "Haining", "Haihong" & "Haiching" at the Reduced Rate of $80.00 including Meals while the steamer is in Port.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at Hkg and Sailing for S'hai & Japan	Pro. Sailing from H'kong for M'lles
ANGERS			24th Nov.
ANDRE LEBON			8th Dec.
PAUL LECAT	23rd Oct.	24th Nov.	22nd Dec.
AMBOISE	6th Nov.	9th Dec.	5th Jan.
AMAZONE	20th Nov.	23rd Dec.	19th Jan.
PORTHOS	4th Dec.	6th Jan.	2nd Feb.

RATES OF PASSAGE MONEY TO MARSEILLES.
(Including Table Wine and free Doctor's attendance)

A Class Steamers	1st Class £95.0.0	B. Class Steamers 1st	Class £83.0.0
	2nd Class £68.0.0	2nd	Class £60.0.0

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the trains at Marseilles.
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S.S. "YALOU" from Dunkirk, London, Havre is due to arrive about 20th Nov.

For full particulars apply to Messageries Maritimes Co.,
phone Central 740 3 Queen's Building.

CONSIGNEE NOTICES.

LLOYD TRIESTINO S. N. CO.

The Steamship "FIUME L." & "PERSIA"

From Trieste, Venice, Brindisi, Port Said, Massaua, Aden, Colombo, Penang and Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Messrs. Sze Tai & Co., 32 Hing Lung Street whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6th instant.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th instant will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 22nd inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst. at 10 a.m. by our surveyors Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by
DODWELL & Co., Ltd.,
Agents.

S. S. "ANDRE LEBON"

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

Consignees of Cargo from Marseilles &c. also cargo from Bordeaux & Havre ex s.s. "Tetuan."

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co. Ld. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 12 noon to-day requesting it to be landed here.

Bills of Landing will be countersigned by the Undersigned, Goods remaining unclaimed after Monday the 16th. Nov. 1925 at noon will be subject to rent and lading charges.

All claims must be sent in to me on or before the Thursday, the 19th Nov. or they will not be recognized.

All damaged packages will be examined on Monday, the 16th Nov. a 10 a.m. by Messrs. Goddard and Douglas.

No fire insurance has been effected.

R. RODENFUSER,
Agent.

Hongkong, 10th Nov., 1925.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LD.

Consignees per Co's Steamer
"PATROCLUS"
From NEW YORK
are hereby notified that the cargo having arrived per S. S. "Pyrhus" from Singapore will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on the after 12th November.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18 h November will be subject to rent.

All Claims against the Steamer must be presented to the undersiged on or before the 2nd Dec. or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.
Agents.

12th Novber, 1625.

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HONGKONG
HONGKONG HOTEL; REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL;
KALEE HOTEL; MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
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OPIUM IN CHINA.

FORMER HONGKONG GOVERNOR'S VIEWS.

The Influence of the Bolshevist.

"Opium smoking can be stopped in Hongkong in six months, at most a year, from the time China ceases to grow opium, but while the Chinese retain their natural ingenuity and cheap opium, it is a little difficult to see how we can keep it out." Thus Sir Edward Stubbs, until recently Governor of Hongkong, summed up the situation in regard to opium in Hongkong in the course of an interesting interview with a *Free Press* reporter at Government House at Singapore. Sir Edward, who had occupied the position he has just vacated since 1919, is on his way to England by the Khiva.

I will tell you what I have told everywhere else," Sir Edward said to his interviewer when questioned on the subject of opium. "Opium smoking in Hongkong can be stopped within six months or at most a year from the time that China ceases to grow opium. I wanted to do it, but it cannot be done until opium growing in China ceases. The coastline is a wide one and you cannot keep control over things coming in. A junk can get ashore anywhere. We know perfectly well that opium is dropped, buoyed with bamboo floats, in the Channel and picked up. The Chinese grown opium can be sold at a profit at two dollars a tael, while our superior brand is sold at fourteen dollars a tael. The point is, we have checked the consumption of opium in the only way so far as we can see, and that is by putting up the price so that it is beyond the possibility of the ordinary person to smoke it in large quantities. The result, so far, is to drive people to use the cheaper Chinese opium. It is obvious that until we get rid of that the cessation of the Government supply would have no effect whatever. The root of the matter is simply the cheap Chinese opium; when that is stopped definitely opium smoking in Hongkong will be stopped at once."

Loss Of Opium Revenue Foreseen.

It was not really a very serious problem in Hongkong, Sir Edward stated. He agreed that there was abuse of the habit, but not wide spread abuse. That he ascribed to the control by raising the price and Government's endeavours to stamp out the opium divans—commonly known as "dens." Hongkong during the past year derived a revenue of a trifle under three and a half million dollars from opium; had it not been for the boycott it would have probably been between four and a half and five million dollars. That is not profit; expenses are pretty considerable. The Government of Hongkong foresaw the possibility of having to dispense with this revenue long ago, and at once started to develop other sources of revenue. The result is that Hongkong could have dispensed with the opium revenue, not without inconvenience, but without definite disaster.

Registration as proposed in the Straits would not be possible in Hongkong, according to Sir Edward. In normal times, he explained, there were tens of thousands of people coming into Hongkong for a day or two, by steamer, railway, by junk, and on foot. It is the simplest matter for those people to bring opium in with them, when they can conceal on their persons enough opium to last a whole family of normal smokers for a month. A strict process of search might be instituted, but even the Chinese would not stand that: searching is strict enough as it is.

While the Chinese retained their natural ingenuity and their cheap opium it was difficult to see how opium can be kept out, Sir Edward declared, paying an unconscious tribute to the cleverness of the people engaged in the opium smuggling trade. The trouble in the past has been the enormous quantity of Persian opium that has been smuggled into Hongkong. There is practically no Indian grown opium going in. The cleverness and ingenuity of the Chinese in smuggling anything is notorious, and the orientals who engage in opium smuggling are evidently no exception to the general rule. The hollow legs of bedsteads, the hollowed out wooden part of buckets, the soles of shoes, even women's hair, afford effective hiding places for the small packets of illicit opium.

Illicit Opium on British Warship.

Many amusing stories could be told in connection with the illegal opium traffic, but none perhaps more so than that relating to the big haul on one of the British warships at Wei-hai-wei, of opium which must have been there when Hongkong's Governor was on board. "Something like $200,000 worth of opium was found concealed behind the wainscoting in the captain's cabin," Sir Edward said. "The captain was not using it at the time. As a matter of fact," he said laughingly, "I had been sleeping there myself." The opium had been concealed there by the captain's boy. The size of the problem may be indicated by the fact that in one seizure alone more than two tons of opium was discovered, in the neighbourhood of Hongkong, but obviously intended to be smuggled into China territory by degrees. Matters are not rendered more easy by the fact that most of the armies engaged in the internecine warfare in China at the present time are paid from the proceeds of opium, and some Chinese generals are forcing people to grow it.

Opium is not so serious a problem so far as China is concerned as the drug question is going to be, Sir Edward declared. The importations of heroin into Hongkong, for instance, have been very large. Easy as it is to smuggle opium, the smuggling of drugs is much more easy. The chance of discovering illicit opium was about one in three, in Sir Edward's view, but in this case of drugs it was about one in ten. Furthermore, Europeans were not concerned in the smuggling of opium, but Europeans were largely interested in the smuggling of drugs.

Bolsheviks in Command at Canton.

The recent trouble in Hongkong and elsewhere Sir Edward unhesitatingly attributed to Bolshevist influences. The Soviet representative in Canton, he declared, controlled the government. As far as Hongkong was concerned now, the place was as peaceful and orderly as it had ever been; rather more so perhaps, because of the number of scoundrels who have been deported. Actual crime was probably less than it had been for years. He had been away from Hongkong for three days and he imagined that the situation in China had entirely changed in that time. It varied from day to day, just as did the position of the Chinese generals. It was just as difficult to know which side they were on; they were on one side one week and on the other the next. Speaking from a personal acquaintanceship with the Chinese leader, Sir Edward said that Sun Yat-sen, with all his faults, was a big man. There was no question, he considered, that he was dead. When he saw him two or three years ago he was then obviously not the man he had been. If he had not been dead he would have been back in the limelight long before this. That was his great weakness, his fondness for the limelight.

Hongkong Currency Difficulties.

Hongkong is suffering from lack of trade, not only on account of the boycott which was the outcome of the recent trouble, but on account of the ruin which the Bolshevists had brought on the provinces in the south. What needed to be made clear, Sir Edward stated in regard to the decision of the Straits Government to advance Hongkong sums up to a million pounds, was that what Hongkong needed was not so much money as currency. The difficulty, he stated, had been the lack of actual circulating medium, and the need was to get a sufficient supply of notes and silver to carry on trade. There was obviously a good deal of hoarding. Notes and silver were in existence which were being kept. The result of the Imperial Government coming out openly to support the Hongkong Government had been to establish confidence and, as far as one could judge, to bring out a certain amount of the notes and silver that were being hoarded. It was improbable that anything like the amount originally suggested would be required. Nothing had actually been drawn yet. The loan from the Straits would not have been direct; the money was being placed at the disposal of the Imperial Government for the benefit of Hongkong. When Sir Edward left Hongkong the Committee which he appointed to look into the matter was just completing the task of enquiring into applications for loans, and until those figures had been completed it was not known what amount they would have to ask for, or to what extent the currency would need to be supplemented. The money required would be set down in London as a cover for notes issued locally and some would possible be for the purchase of silver to be coined into dollars.

EARLIER TELEGRAMS.

THE LOST SUBMARINE.

London, November 13.

Vessels from Portland, including the anti-submarine flotilla and minesweepers and a flotilla of so-called P boats equipped with hydrophone instruments were engaged in a fruitless all day search for the M1. They were re-called at evening but are under orders to proceed to sea at any moment. The M1 is believed to be lying in some two hundred and fifty feet of water which will render rescue by divers impossible on account of her twelve inch gun.

At the time of her launching in 1918 the M1 was originally the K18 and was constructed for the protection of trade routes. She made naval history but she was withheld from war service in order to prevent the Germans from learning her important secret.

By the irony of fate the mishap occurred a few hours before the men were to return to shore from the manœuvres which were interrupted by the recent heavy weather and which were due to terminate last night.—*Reuter.*

THE SPANISH TURMOIL.

London, November 15.

The Spanish Embassy in London has issued a statement that it has received a telegram from the Spanish Government affirming that certain generals and officers of the Spanish army reserve who had already incurred disciplinary penalties and whose prestige in the army was very small had endeavoured unsuccessfully to provoke a rising among the troops who denounced the conspiracy to the authorities.—*Reuter.*

Paris, November 13.

Le Journal publishes a dispatch from Madrid stating that two generals and four colonels, four majors and several subalterns together with fourteen non-commissioned officers have been arrested and imprisoned as a result of the discovery of a plot against the Directory. The conspirators aimed at the proclamation of a republic. The plot was discovered owing to a violent dispute among the conspirators.—*Reuter.*

THE WORLD'S OIL INTERESTS.

London, November 13.

The *Morning Post* claims that it is informed in city circles that an American group of seven oil companies wherein the Standard Oil Company is conspicuous, have withdrawn from the Turkish Petroleum Company.—*Reuter.*

BRAZIL'S COFFEE LOAN.

Washington, November 13.

Mr. Hoover has issued a statement that the loans to Brazil in support of coffee price valorisation have been refused by New York bankers at the instance of the Administration.—*Reuter's American Service.*

THE ITALIAN LIRA.

New York, November 13.

As a result of the Italian debt settlement the lira has rallied sharply, mounting ten points to 4.06 cents.—*Reuter.*

Entertainments.

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